KIRKCONNELL — VICTORIA COUNTY
CENTENNIAL HISTORY

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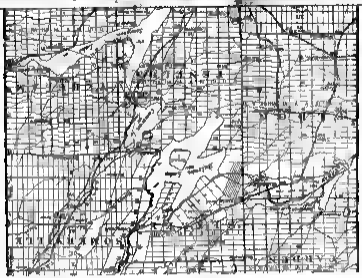
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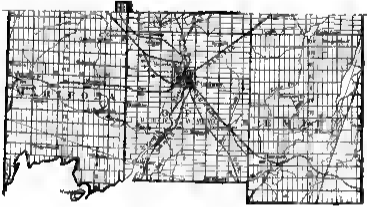

MAP OF THE COUNTY OF VICTORIA

Victoria County Centennial History

By
WATSON KIRKCONNELL, M.A.

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WATCHMAN WARDER PRESS
LINDSAY, 1921

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To the memory
of my brother Walter
who fell in action
in the Battle of Amiens
August 8, 1918.
this book is affectionately
dedicated.

AUTHOR'S PREFACE

This history has been appearing serially through the Lindsay "Watchman Warder" for the past eleven months and is now issued in book form for the first time. The occasion for its preparation is, of course, the one hundredth anniversary of the founding as of Victoria County.

Its chief purposes are four in number —(1) to place on record the local details of pioneer life lest are fast passing into oblivion (2) to instruct the present generation of school-children in the origins and development of the social system in which they live (3) to show that the form which our county's development has taken has been largely determined by physiographical racial social and economic factors and (4) to demonstrate how we may after a scientific study of these forces, plan for the evolution of a higher economic and social order.

The difficulties of the work have been prodigious. A Victoria County Historical Society formed twenty years ago for a similar purpose found the field so stocks that it disbanded leaving no records behind. Under such circumstances, I have had to dig deep. The Dominion Archives at Ottawa and the Crown Lands Department at Toronto have been systematically ransacked. Libraries at Kingston, Peterborough, Lindsay and Toronto have been consulted. The municipal records of the county have been thumbed, over scores of interviews have been secured with old and prominent citizens and now files of local press files for 17 years have been read through in their entirety. To provide a proper background of general history over one hundred standard works on history, economics, and sociology have been studied. Every page of the book represents the results of laborious and incessant research.

General readers may perhaps be interested in the following background sketches which to the best of my knowledge are not to be found anywhere else in printed form —(1) The review of Trent Canal construction in Chapter IX (2) The sketch in Chapter XII of the development of the Ontario school system (3) The history of the early Canadian militia, in Chapter XIII (4) The condensed outlines of Canadian military campaigns in Chapter XIII.

[illegible] [illegible]
gives me generous assistance and especially to Mr J R McNeillie (for municipal data) Colonel George E Laidlaw (for data regarding Bexley and Indian occupation) Senator George McHugh (for material on early Opp), Mr D W Noall (for notes on Lindsay) Mrs W T Lynch (for her late husband's notes on the early Roman Catholic church in Lindsay) Mr M J Lytle (for municipal data) and Chief Johnston Paudash (for data regarding the Mississauga Indians)

WATSON KIRKCONNELL.

Lindsay Ontario,
September 1921

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Victoria County Centennial History

Chapter I.

Introductory Outline of County History

One hundred years ago, in 1841 the government of Upper Canada first offered land for sale in the region that is now Victoria County. Since then a hardy phalanx of Celto-Saxon stock has swept away a wilderness of maples and forest and established a prosperous agricultural civilization after the manner of that race.

The coming of the pioneers only for a time was a setting. In 1791 the British Parliament passed a Constitutional Act, by which the Canadian colony was divided into two provinces, Upper and Lower Canada, corresponding roughly to the Ontario and Quebec of today. The first governor of Upper Canada was Colonel John Graves Simcoe who foresaw and provided for the future needs of the country with an enlightened diligence unknown among his immediate successors. He explored the province diligently by canoe and forest trail. He built trunk roads such as Yonge Street from York (now Toronto) to Lake Simcoe. He set out tracts of good land for genuine settlers and encouraged the immigration of those who would guarantee in clear and strong the country in all this, however he aroused the ill-will of a clique of speculators who were already strongly entrenched among the officialdom and so-called aristocracy of the province. The intrigues of these enemies brought about his removal in 1796. The government officials and party friends then lavishly granted possession of all the good land in the Lake Simcoe country and blocked settlement for another twenty years after the war of 1812-14 however a rushing flood of immigration surrounded the opening up of fresh territory. Accordingly in 1818 the government wrote through the Lieutenant-Governor, Sir Peregrine Maitland, a tract of some four thousand square miles, comprising the modern counties of Peterborough and Victoria and a fringe of twenty-eight adjoining townships. It is with a limited portion of this Mississauga Tract that we have now to deal.

The work of survey began at once. Early was the year of the townships of modern Victoria to be laid out. Mariposa came next, and

than Fenelon Ops and Eldon in that order Verulam Bexley Emily and Bexley were absorbed by later and the more northerly townships of Ormsby Laxton Digby Balton and Longford became later still. These townships first came under the Newcastle District with headquarters at Cobourg, at Lake Ontario. Then in 1841 along with many of the inland townships lying to the east and they became the Colborne District which was re-named in 1850 as Peterborough County and in 1854 as the United County of Peterborough and Victoria. From 1841 to 1851 municipal authority was centred at Peterborough but in the latter year Victoria was given prominence and in 1863 complete independence.

A New Domain and a Rustic Race

The area of Victoria County is about eleven hundred square miles. It is two larger than Cheshire or Lancashire in England is two or three than Lanarkshire or Renfrewshire in Scotland and almost equal to the combined areas of Fermanagh and Monaghan in Ireland. Mount Hall is roughly the centre of the county. Due north to south at fifty-two miles and a breadth from east to west of twenty-six miles The whole triangle lies in the northeast and northwest corners where three townships Anson Lutterworth and Lyra each shall miles square, have been changed out and allotted the former two to Haliburton County and the latter to Muskoka District. This rough rectangle is cut by approximate north and south halves by the Kawartha Lakes system of lakes and Stream on the west is another canal subdivision immediately south of this water system is a region of severely glaciated limestone, covered with thin ancestrals soil This part is now forgotten land, a wilderness of cryptic limestone and Laurentian gabbro South of the Kawartha system however the land is sufficiently sound for agriculture, for the underlying limestone is covered with glacial clays which became rapidly deeper and more fertile in passing southward towards the meridian line of Dummer Trail in 1821 the intrinsic character of much of the soil was the most evident feature of the region If was rather the towering forests of pine that claimed away to the farthest horizon

To the transformation of this wilderness came a strife race of white men from the far-off islands of Great Britain and Ireland. Four years that hallowed Waterloo and the end of the Napoleonic continental wars were full of pictures. The economic aftermath of war pressed hard. The population and industry was growing beyond the capacity of the primitive potato. The introduction of weaving machinery brought ruin of thousands of Scotch and English handloom weavers back to face with starvation To add to all this distress the British government deliberately encouraged emigration to Canada. Once started, the human stream ran north steadily across the Atlantic The immediate of a straightened food supply the oldest and most powerful cause of human migration was same more in operation. In 1814 Upper Canada contained only 95000 inhabitants By 1824 the population had risen to 151,000 an increase of 152 per cent. In a single year 20,000 immigrants arrived at Quebec The younger men of the Celtic Saxon stock had struck their lents ash worn at the march Their

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great campaign against the forests of Upper Canada is recorded today in the magnificent prosperity of Orillia.

The first settlers in what is now Victoria County were Protestant Irishmen from the County of Fermanagh. Barnabey Bigley was his family first established themselves in Emily Township and were followed by James Laidlay and William and Samuel Cottingham who cleared one half of the site of modern Omemee. While South Emily was colonized by Irish Protestants, its northern townships and part of Ops were taken up by Irish Catholics from County Cork brought out under a British emigration scheme. Among the first settlers was Father Lothian. Mor pose was largely settled by pioneers of the second generation from the vicinity of Whitechurch and Markham in 1820. The earliest inhabitants were Scotch Presbyterians from Argyllshire and Versailles was placed on the market in 1818 but was bought up and both by speculators. Peterboro remained mainly a forest until 1826 when it began to be the more southerly townships remaining unreclaimed until much later times.

As many monopolies exist concerning the character of the population of the county a few figures may be of interest. The chief racial church representations in 1842 were: English, 16,282; Irish, 8,858; Scotch, 5,781; German, 2,489; Dutch, 304. That rest is no index to religion will be evident from a further analysis—Methodists, 12,897; Presbyterians, 6,000; Anglicans, 4,000; Roman Catholics, 3,042; Baptists 1,181; Salvation Army 21; Christians, 194 and Mormons, 85.

A Long Rough Journey From Old to New

The journey from the homes to new from the shores of Britain to the banks of the backwoods was long and severe. The Atlantic was crossed in sailing vessels, which were then packed beyond endurance by greedy masters. At Quebec the travellers transferred to a river steamer and proceeded to Montreal. From here west one could by wagon or bateau travel as far as Cobourg. At intervals points of change—each stage but by far the greater number travelled by bateau or by Durham boat. The latter was a large, flat-bottomed skiff thirty to forty feet long eight to ten wide, and built chiefly at both ends. It was propelled by oars at each gunwale and was either poled or dragged up rapids. The Durham boat was a flat bottomed affair—the first stage with round bow and square stern, and was likewise poled along by poles on each gunwale. Passengers were forced to walk while work to go from Montreal to Prescott. Sometimes as many as one hundred persons would be crowded together in a single Durham boat, scorched by the sun or drenched by rain, as their rude craft crept reluctantly up the river. At last at Prescott or Kingston transfer was made to a fine steamer which carried the voyager as far as the Lake port nearest their destination.

There was two general routes from the lake front to the inland townships. Those who went to Haldy and Ops would march from Cobourg or Port Hope. One trail lay north northwest through Cramahe (the modern Millbrook) another went north to Peterborough in three north west towards Emily another still cut across from Peterborough to

Chemong Lake, whence access to the remoter townships could be had by canoe. The second main route, by which Marlpeau and Elden were colonized, lay from York (the present Toronto) up Yonge Street and in by way of Bayck (now Sunderland) on Beaver on. The lands and bridle-paths by which they came sometimes emerging from heavy forest, sometimes leading down with an ox-cart wheels hideously through towering forests and boat swamps, across flooded creeks on logbarrows, hills and across black marshes. And when at last some one in the evening, they reached their destination they found a still denser wilderness with only the frogs and the whippoorwills to sing a chorus of welcome.

The Work of Settlement in the Wilderness.

Then in a little circle of sunlight hewn out of the forest arose a new home. The stile and walls were piles logs, notched and notched. For the roof hollow basswood trunks were cut of the proper length and split in two so as to form troughs. Over these laid trees sawed to ridgepole to two sows the lower row back side bare, and the upper row with flat sides lifted into the hollows of the lower. This was a rough covering but shed water very well. All chinks in the walls and roof that no ash was were packed with moss and the children gathered by the handful. This at hand and plastered over with clay. A hole covered with a split sawed on a frame built hanging became available. The door which was also split from a log showed in the glass was not to be had.

At one end of the single room a platform of poles served as a bedstead. At the other was the fireplace floored and built up with stones. A chimney of sticks and clay usually came out of this but often many months elapsed before such a room was chinked and in the meantime the smoke filtered out through a gap in the roof after sitting in the house indoors. As matches were unknown and lighting had to be won from flint and steel—if there was kept burning constantly on the hearth. To husband this precious blaze a large backing, two feet or more in diameter would be rolled into the hearth to the rear. The logs were with be ashlashed in front of the fireplace and the log rolled with handspikes to the back of the fire, when it would often last all night. Three or four days

Outside of the little cabin work went on under difficulties. The mosquitoes and black flies were a perpetual annoyance. Faces and to be smeared thickly with grease to shield their surface. The cattle were frantic with agony, and when the screens grew swamp. In their hazard the deer were sometimes emerge from the woods to share in their temporary peace.

But the forest-fiend was the great enemy of the would-be farmer. In the beginning he could not attempt to plough but chopped and burnt and then scattered his wheat broadcast by hand among the stumps. The grain was covered over or hooked in by hitching a yoke of oxen to the butt end of a small tree. Where branches were still intact and trampling it to an end. Between the charred stumps in the autumn the crop was cut with a sickle threshed with a hom-

made in such extraordinary haste. It was then hugged and carried on the back of one of the horses of the nearest prior until sometimes a shelter of fifty miles. Since no dairy was known at home by burning out a hollow in the top of a hardwood stump, filling it with grain and pounding it with a heavy wooden pestle.

The Woody Glompse Wrought With Time.

A few years brought about great changes in the wilderness home. The clearings everywhere had grown. Log barns had been built and plans were being brought to fruition for further cattle. Wolves were, however, still dangerous and could be heard in the night prowling about. Horses were very rarely yet left in the clearing, for many seasons the most were much scarce all their feeding among the stumps and grass covered barn. It seems all the more sacrificed a spirit the arrival of the first horse was a great event and all the children in the settlement were hurriedly to see the strange animal. The horses, has were reserved for the years passed and would fetch for each in the neighborhood of five pounds. It reached until the housewife a promising boy or his pake-meat filled with trays and spoon or one side now stored indoors it, fashion with bread and cabbage about the pioneers were the family several rooms one room was used as meal in fruit, red branches of heat and a small

This simple looks however were poor, cooked in ordinary former fish, bread and when cakes made of rumors often subsisted flour, corn meal pudding and gardens, of the berries, red simple magic. Tomatoes then called "love apples," were considered poisonous still it for the subsist of the century, rich were grew only because of their attractive.

The pioneers showed extraordinary versatility in supplying their own wants. Linen, for small articles for the whole family were prepared at home. Every farm, too, had its own tanning-trough and worked up its own leather. The shoemaker would go from house to house and remain till labor who would lodge with the family while he fitted them out for the next year. Pants were similarly made by the clothing housekeeper for it the material of both sexes had often been prepared on the premises.

Social life in such towns took the form of "bees" or community meetings at one house or rather in order to assist in the work of the household. The most had their logging bees, barn-raising bees or husking bees, each starting bees the women their quilting bees or paring bees. At the latter gatherings, whether which they met only twenty years a golden was carried around by whiskey bees, and applied down by the bowls. Drunkenness and fighting were the inevitable result especially at the logging bees, where the character trusts of the early settlers were both cleared away and respectability and self respect were held rather a sandpy mask. The women's gatherings were less openly dangerous, but have never been regarded as desirable houses for youth.

The ranks by which settlers first communicated with one another were gradually replaced by a better. A traveller made an act passed by the first parliament at Upper Canada in 1793 has required each settler to

rlear rial parties rl the norcession lire on which his he ironsed Nver
hah ilhs work been done well—which is unusually was not—Lor con-
ditions rl the highway seemed wanks have been we'ch high hopes.
For huge blocks of land r olengy reserves crown rents rre rrd choice
Grants lr Family Compact politicians, ar unlingnaged between the
settlement ra, greeting or their lr Barter rrh highting their development
Especially was this the case in Marlipona, where gr ni lara was held
by a rrg.ration known rs lhr Canada Company, which had been charter-
tomed in 1824 to promote rrlonization r hal which in this district, lhx-
tomed in 1824 to promote rrlonization r hal which in this district, lhx-
hared settlement far more than to helping it. The roads roads were
hared settlement far more than to helping it. The roads roads were
shiefly cordroy; lrrrlcd rr trees laid side by side across the highway
and filled over with earth. As a result lahr time, after this lr trs hachar
of no rrlrigr l gurrrlcrs, a blank grr gre of roads from these places.

The speed rrrea of the rarrlw lr over half r century was the
inordinate rea rrl lhr ar lr every village and at nearly every cross-
roads were wretched taverns, lend lrh ghrs, lr intrance lane at which
rr shame rr rrrey rr wen rr ar ilrrrerral lr the backwoods, the church
usually preceded the school but the tavern invariably preceded both.
The village used for a gathering in those days was Queenville. The
Malkins rr prawr rrcal rr rrrey rr wh a pound was worth from hrr-
lars rr ar shilling twenty cents and the New York currency rr seven
shillings rr a new World rr rr dollars and a half was rar rr rrlled "York
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Schools were slaw in coming but by 1142 there were five in the
County rwr lr Ops, two in Marlpona and one in Eldon lr 1847 there
were fifteen teachers in Emily, with rr average salary of $157 a year
in Ops there were six teachers with r ariual wage list of $840 or $140
apiece The teachers, however though yearly pairs were often worse
prepared Discharged soldiers from the Peninsular Wars fuelled rrd ex-
hausted disciplines with a reel ferocity The arrlpcrla scrawch were the
noblest elements of reading, writing and rrthmetic In the world out-
side, rr Queenlrir were held Upper and King's College rew the Uni-
versity of Toronto was chartered in 1827 but its privileges were re-
stricted to the small section of Anglican members of College, Theo-
logy and Victarir College Cobarg, were therefore farbred in 1841
ation and Victarir College Cobarg, were therefore farbred in 1841
by lndigrrrl Presbyterians and Methodists respectively But the liberal
hackwoods schools lr Victarir knew little of these bitter hostile trrns.
Even secondary schools were unknown rntil lr 1850s and lr was rer
Cocahm were before rnfortunate lrrrlr r lr sent on to the rnfversities

Methods of ether-wailing have changed much r nce those early
days. The per was a goose-qrill. The pen was made of bone by halling
maple bark or rrl galls rnd adding copperas. Blotting-paper was rr
brown sand lr lay the ink and r rrn sanders over the letter from. r
the pen we sister Ecclesiast were sent yal lr ranada The paper was
simply folded the address written on the back and the rr ainn sealed
together with mallr r wax. Postal charges were scarcely collected lr
each from the person receiving a letter The first postage stamps in
Canada were not issued rrtil 1851

Religious Life in Pioneer Times.

The leader with a slender learning, compounded considerable respect but the preacher had even greater prestige. Needless to unravel in Churches were very few and very scattered. His circuit might extend for scores of miles through the half settled wilderness and over this he would journey month after month on horseback, struggling through bog holes and treacherous underbrush streams along the narrow trails. Sunday would be held in churches, schoolhouses, taverns, log cabins, anywhere that a few hardier folk could be gathered together.

The Methodists were in the majority among the population and to this denomination an gathering could compare in importance with the camp meeting. Each summer all this adherents in a district would gather in some spot given over for a week of prayer singing and exhortation. Tents and churches would be put up and filled with rude benches and beds. A portable stage for the preacher and rows of logs set out before it no seats. The light of their evening bonfires flared and flickered their strange faces—an impressive sight. From his platform the penitents groaning on the seats just below him, and the elders sitting aloof on the watch for symptoms of conviction amongst the remainder.

Then even as today there were many ill-balanced intellects eager to experience fantastic deviations. In 1842 a New Englander named Miller began to teach that the world would come to an end on February 16, 1843. The belief spread. As it drew nearer, the weaklings of the Civil Service and Church Farmers hung their rail fences as firewood conflagrant hay lofts were burnt with none to put out. A servant near Fort Perry gave away a $200 horse and all its equipment. Joseph Terwilliger of Oshawa made herself wings of silk and jumped off the front porch, expecting to be caught up to heaven. But the greatest exodus seemed from Fort Hoover to Concession 4, Whitby, on the north shore of Lake Ontario. Here a man named Hoover brooded over the matter. He proved still to be grazing. Hamlin House [illegible] and above all naturally Ann. He therefore announced in the autumn of 1842 that he would wash on the water front. Fort Hoover versus Lake Ontario, a distance of about five miles. On the day appointed hundreds of Methodist pioneers gathered on the Fort Hoover wharf to watch the element. Hoover seemed at his ease. He was seen to hitch [illegible] for he fastened a wooden box on each leg, but as each this failed to hold him up, he waded out and held on to the piles at the wharf. The crowd demanded of the crowd that they brought him back to shore where amid the hoots of small boys, he made this explanation—

My friends, a cloud has risen before my eyes and I cannot see. I cannot walk upon the water to-day with this cloud to before my eyes. Soon I will be changered when the cloud has been removed and then I will do it. But to [illegible] these assembled saints

An Early Tragedy in Ops Township.

Doctors were almost unknown in these times and ailments were given home-made treatment by mothers or grandmothers who prepared

their simple remedies from such plants as the spikenard, blood-root (alias tawny scarlet-red), bark, burdock, mayapple, sheepsorrel, spearmint and wild indigo. Such the case of serious sickness and epidemics, as when cholera swept the country in 1832 and 1834 herbal remedies were of no avail.

When death entered the pioneer home, the ritual was often exceedingly tragic. Consumption was a term which struck into the very life of children. Only in 1839 having a wife dying, was a widower allowed to remarry. His duty was a sad one, for were five miles from the nearest neighbor but when he felt ill the very first question his friends followed his blazed trail to hereunto his step for him and then departed. Winter came. The cabin was covered in. Wolves howled all the very more. At last the sick man would. His wife sought some grave to give him proper sepulture but the ground was frozen hard and to cover him only with snow would surely feed the wolves. Finally she rolled away some huckleberries that were piled beside the house, dug a shallow hole with a mattock in the entire ground beneath them, put the cherished corpse, she rolled back the logs above it to keep it inviolate. Then she worked with her children to the nearest of homes!

How Grist Mills Grew to Villages

Villages grew up in time, and were almost always the direct consequence of the establishment of a grist mill. Thomas mill stone comprise nearly all the important settlers of today in 1826 William Clelland Ingham built a mill; Lindsay and Bobcaygeon had established modern Omemee in 1828 William Purdy founded a repid on the Scugog River and in 1833 William Lindsay answered. Bethany has grown up round the established Lindsay answered. About 1843 and Sandon Felix owns its mill built by Thomas Reid. About 1843 and Manors Wallis and Jacob Green origin to a mill stone of these a 1841 by Manors Wallis and Jacob Green To such good mill is owes the popular of Bobcaygeon and a few more added, such a growing needs in lumber succeeded the saw mills indiscriminate construction of the Lower Scugog Lavern and a few more Lindsay mills about the mill. To a little hamlet was then the natural location for churches and schools as they came. And so marked the growth of the mill grew to a hamlet, the hamlet to village and perhaps the village to a town. Such has the these beginnings we must look back to the mill and the water-power that made it possible

The Beginnings of the Trent Canal

The beginnings of the Trent Valley Canal date from the early days of lumbering. This project has been subjected to much criticism and much a little ridicule, but while it was a misfit in fact in normal development and was completed half a century too late the original conception was masterly. The inland townships were covered with magnificent white pine. Existing transportation in the great outside markets was exceedingly expensive and as a result the timber was far in a height ably wasteful manner. A canal system connecting these inland regions with the outside world would have permitted more conservative methods of cutting and larger profits both to lumbermen and to the government. The would have made it possible to manage the lumber business for perpetuity. Local canal traffic and transi-On

rafts traffic would probably have been very limited. Certainly they will be so in the future. But the advantages accruing to the lumber trade would have been in full and permanent justification of the Trent Valley project. It is part of the constant tragedy of human prosperity that no canal was finally completed or a line when the lumber had practically disappeared from its borders.

Surveys for the canal were made in 1833 and 1834 and the cost put stated at £953 749. Work was commenced in 1833 and soon launched by 1845 locks had been built at Peterborough and Lakeway and by 1855 rocks from Scarboro on the Woodman of Port Perry and the Scarboro of Port as Falls were complete; it must be Port Perry is situated on the north-west arm of Whitby The Windmill was the first pump in Canada the trip and old settlers have said that when the steam vessel Wilson rushed the canal on Dominion Day, 1846 the excitement which attended it for the level of a well-pack. But with the construction of the Peterborough and Lindsay locks canal-building ceased for nearly four decades.

The First One-third Century a Pioneer Era.

The national Greeks often treated farmers as equivalent to a monetary. Such a difficult of the centenary under discussion is strikingly apt only for those. The period 1851 1852 1853 1857 and 1859 1861 much resulted, and did at certainly have a superficial development which of regular thing clearly was from another

This years on the 18 Sore directly in the period of pioneering The Plough and of Axe of the early had been most material taken up with the stream engaged the forest. Breaks in the antique would have raised new questions. As to scarcely of York had almost succeeded in raising the province in spite of its remarkable natural resources. This new clause minerals which had driven 40 000 Canadians across the American boundary in the years 1850 57 was at first, revealed to the British government through a pitiful little revolt. Following the investigation and report of Lord Durham the two provinces were united in 1841 and fully responsible government was granted by 1848. But by these developments the little backwoods community was not greatly touched its attention was concentrated on the immediate tasks of settlement.

The Establishment of Municipal Institutions.

Certain changes there were, however, which did enter into the lives of all These were the memorable steps by which our present system of municipal government was worked out. Prior to the Union of 1841 all local matters were managed, or rarely often mismanaged, directly from the seat of the Provincial Parliament After the Union a system of District Councils composed of elected representatives from the different municipalities was inaugurated. Then by the Baldwin Municipal Act of 1849 the municipal organization which still exists (with minor modifications) was set up. Under this Act each township and incorporated village elects annually by general vote a reeve, or head, and four councillors If there are two electors in the municipality it is entitled to a reeve a deputy-reeve and three councillors and

for each fiddlin ri $50 readers another deputy-reeve is substituted for reeve Lister Town re governed by a mayor and three councillors from each ward elected annually The number of councillors may be reduced by by-law Towns which have not separated from the county in which they are situated also must receive any deputy reeves appointed by the county council to represent them The county council is composed of the reeves and deputy reeves elected for the year by the township, village and town wards These representatives, all their brethren in each year elect one of their number as Warden or head of the county council.

Each township and each subdivision within it, legally corporate or not, with a corporate seal and certain specific powers granted it by the law of the Province Connected with each such corporation are a number of civil officials The clerk is the most important also and preserves all records keeps all books and promulgates all bylaws of the council The treasurer receives all fines and collects all reimbursements These two appointments are usually permanent Other officials more commonly found than not in any township are assessors, collectors, pound keepers, pathmasters each health officers all the requirements of municipal organization are assessed by means of bylaw issued under seal The powers of all such bodies are however strictly specified by provincial statute and any exercise of such powers may be restrained by the courts, if illegal action be made.

The Second One-third Century of Railway Era.

The second one-third of the century from 1864 to 1897 is chiefly characterized in Victoria County by the building of railways and by the attainment of municipal maturity

In 1867 railway was comparatively from First Hope through Millbrook Bethany and Omemee to Lindsay The track laid not cross the Scugog but followed its east bank around from the present Sarah's ages settled to near the present station in the Base Ward This line was known up to 1888 as the Peel Hope, Lindsay and Beaverton Railway and was then merged into the Midland Railway It was rebuilt, however, subsidized by Beaverton until 1871 and did not reach Midland until 1879 In the seventies it crossed the Scugog by a swing bridge just at the present site of Port Perry The line from Millbrook to Peterboro was completed by 1858 but it was many years before the Missing link from Peterborough to Omemee was filled in

The first section of the Ontario Legislature, held in 1867 granted a charter for the construction of a narrow-gauge railway from Toronto to Cobourg This Toronto and Nipissing Railway was completed as far as Uxbridge by 1871 and in 1872 the settlers of Reach were pleased to see a locomotive ride on it long before all first-class documents with aspirations

In that same year the Victoria Railway was projected to run north from Lindsay and through Haliburton County There was by no determination that the road was to pierce through the granite highlands and join the transcontinental line at the C P R tribute in the mainland

al Meetings. This was to make the road the main route between North ora and Southern Ontario. Some branches were urged that it be ex tended at Hamilton through the Dundurn reserve and on to James Bay, and to politicians of that day it had seemed to sye with these needs, and Haliburton village his name from Lindsay has been the nor been for nine years 1878 it is interesting to know in this con nection, that his course is that of the Distillery Creek bridge on this road just north of Lindsay was originally laid of the Victoria Bridge, Montreal and was sent here to form part of the new Victoria Railway. The iron was sent Beaverton to Lindsay, the contract for the remainder Junction was begun in 1860

The year 1877 saw still another railway joining the county system. An earlier road from Whitby to Port Perry was now brought forward by Lindsay by way of Manilla. The Lindsay station for this Victoria Railway one day with the Midland Railway was at the Victoria Avenue where the present C. P. R. freight sheds stand.

The next few years saw the construction of a connecting link between Manilla on the Whitby line and Bobcaygeon on the Toronto and Nipissing. The building of the present bridge over the Scugog the establishment of a turnpike service from Port Hope to Toronto via Lindsay and Blackwater, and the absorption of all the county rail ways by the Grand Trunk Railway System.

The opening of the railways made great changes in the life of the county. Their first effect was great prosperity because of the cheap easy access furnished to outside markets. Then came reaction and great financial depression, for almost every town quality had been used the railway builders for bonus and it means Eldon Somerville and Bexley alone had borrowed $74 000 on the Toronto and Nipissing Railway. And after prodigality came bitterness and the shadow of bankruptcy. However this was soon and the county emerged industriously and the general wealth of the county gradually asserted itself through the fuller development made possible by the new head route of import and export. Lindsay and the villages served by rail now enjoyed the benefits of industrial development. The farm lands in the northern Townships grew richer and more valuable as the pioneers who once toiled to a backwoods mill with a few sacks in grinding now shipped their thousands of bushels of grain by rail.

The Trent Canal had not shown the progress. For many years the original canal scheme was abandoned and in 1885 all existing works were handed over to a corporation. The Trent Slide Committee who kept the slides in repair and exacted tolls from the lumbermen. In 1896 a great flood destroyed many of the slide systems as a parts of it were abandoned. The largest construction work of the period was the building of the locks at Peterboro Falls in 1864

The Development of the Northern Townships

Consequent on the development of rail and water facilities came the opening up of the Northern Townships. There had been a few earlier attempts to colonize Somerville and Bexley but the poverty of the soil and the remoteness of markets had kept settlement within narrow limits Now came a shortcut to outside markets and a new outburst of

ace vits The Northern Townships were covered with magnificent forests of pine and hardwood, and many undertaken on a large scale The first Steam Grist in Somerville was started in the season of 1858 by one Samuel Dickson. By 1872 he mills of Pemble, Pakis and Hodgson alone had an annual output of nearly eight million feet of lumber The lumberman came arrived through the forests from the Lakes Kawartha Lakes north to Lanton and Longford and far beyond. And while this industry flourished and provided a local market for farm produce in summer and employment in the winter, the settlers who spread out this half-a-mile country were able to make a living.

Victoria County Reaches Maturity in 1861

The same period, the second one-third of the century witnessed the municipal coming of age of Victoria County. In 1846, the Colborne Township of which Fenelon Falls had for a decade formed a part was given the new title of Fenelonfalls County. In 1851 the name was anticipated when the United Counties of Peterborough and Victoria but Peterborough was the dominant partner. The Wardens from 1851 to 1861 were as follows: 1851-52 A. R. Hall 1853 John Langton Son of Fenelon Township, 1854 Thomas Short 1855-58 William Cottingham of Emily Township, 1859 W. G. Cowgill 1860 Wm. Langton At last in 1861 Victoria was granted municipal independence as William Cottingham the founder of Omemee, was Provisional Warden Lindsay was chosen as the principal county town and a start was made at the erection of the Court House and County Gaol. Neil McDougall, Reeve of Eldon, was the first Warden of the County in 1862.

In 1863 the County buildings were completed The road including that of the Registry Office, decided in 1874 was about $50,000. The County was now seconded all the rights and privileges of an independent community and the council held its inaugural meeting with great pomp in the new county court house.

The first Warden of the independent county was Patrick McHugh. Reeve of Ops His successors to date (and there have been an unbroken Reeve of One Hill succession) were: Eldon 1864 Wm. Cottingham Reeve of Eldon 1865-66 Patrick McHugh Reeve of Mariposa 1867 Reeve of Emily 1868-69 1870-71 Joseph Staples Reeve of Manvers 1872 1873 John Pell, Reeve of Ops 1874 1875 1876 1877 Alex. Naylor Reeve of Fenelon 1878 Scott. E. Parry Reeve of Bexley 1879 1880 1881 Reeve of Somerville 1882 Chas Farrell Reeve of Fenelon 1883 W. I. Russell, Reeve of Emily 1884 Chas Farrell Reeve of Verulam 1885 Dr. Geo E. Norris, Reeve of Omemee 1886 Wm. Parkinson, Reeve of Mariposa 1887 Jacob W. Dill Reeve of Somerville 1888 Thos. Nelson Reeve of Fenelon 1889 Thos. Cockburn Reeve of Fenelon 1890 W. H. Brown Reeve of McLaughlin and Rhodes 1891 E. C. McFadden, Reeve of Eldon 1892 John Kelley Reeve of Lindsay 1893 Dr. W. O. Cornwall Reeve of Omemee 1894 Thos. H. McQuade Reeve of Emily 1895, 1896 Abner E. Shibley Reeve of Eldon 1897 Dr. A. K. Wiseman, Reeve of Mariposa 1898 Reuben H. Hopkins, Reeve of Ops 1899 Hugh Graham Reeve of Somerville 1900 John Chamney Reeve of Fenelon 1901 Wm. Sawyer Reeve of Emily 1902 Dr. John W. Wood, 5th division 1903

James Lithgow, 4th division; 1889, Robt. Bryden, 2nd division; 1900, John A Mills, 4th division; 1901, James Graham, 2nd division; 1902, John Austin, 4th division; 1903, John Bailey, 4th division; 1906, Wm. Cameron, 1st division; 1908, Frederick Harvey, 1st division; 1907, Taylor Parkin, Reeve of Pembroke, 1908, Dr. Robt. Mannix, Reeve of Pembroke Parkin, 1909, Geo. A. Jordan, Reeve of Hinsley; 1910 Hunter, Tom Tiers, Reeve of Yarmouth, 1911, Robt. Jordan, Reeve of Somerville, 1912, James Steele, Reeve of Elden, 1913, A. E. Bethune, Reeve of Bobcaygeon, 1914 Alfred E. Varese, Reeve of Mariposa; 1915, Robt J. Mullins, Reeve of Omemee; 1916, Jas. Robertson, Reeve of Ops; 1917 Alfred E. Tiers, Reeve of Pembroke Parkin; 1918 Richard Hopkins, Reeve of Hinde; 1919, Jas. Morrison, Reeve of Somerville; 1920, Robt T. Wilson, Reeve of Manvers; 1921, John Allen, Reeve of Carden.

The Post County Clerk and Treasurer was Mr S. G. Wood, of Taylor's Corners, who for seven years later became Provincial Treasurer under Sir Oliver Mowat. He was succeeded as the Clerkship by Mr Thomas Mansell. Mr J. R. McMullin the present incumbent, took Mr Mansell's place in 1901, after twenty-five years of training as a subordinate in the same office.

Canada, Also, Reaches Higher Unity.

This second one-third of the century has witnessed the coming of age not only of Victoria County but of nineteen Canada as well. In 1867 a federal Dominion was organized with Nova Scotia, New Brunswick, Quebec and Ontario as its original provinces. And the opening of 1921 was the construction of the Hudson Bay Railway to connect the northern provinces with ocean harbor and in 1949 the Northwest Territories were garnished from the Hudson Bay Company and in 1170 Manitoba was organized as a province. The Pacific colony of British Columbia entered the federation in 1872 with the understanding that a transcontinental railway like the Canadian Pacific, should be constructed. The C P R. was completed in 1885 and in the year 1905 the Northwest Territories now Saskatchewan and Alberta, were given representation in the Senate and House of Commons at Ottawa. Thus by 1887 the governmental scaffolding of modern Canada was practically complete.

Final One-third Century a Modern Era.

The closing one-third of the centenary has witnessed the steady erection, within this scaffolding, of a strong and promising nation. Canadian population has increased from four and a half millions to nine millions. Alberta and Saskatchewan attained provincehood in 1901. Our material wealth has increased apace finally. A national self-Consciousness has been awakened by our participation in a world war and our representatives have upheld in the Assembly of the League of Nations our character of nationhood within the wider solidarity of British federation.

The history of Southern Ontario during these thirty-three years has taken a course followed by that of the western provinces and to

her own earlier tendencies. The outstanding features of this new development have been the transportation into our civilization of the achievements of scientific invention: the tremendous development of urban industrial life and a concomitant decline in our rural population.

The changes in Victoria County have been typical of these wider transformations. The railway system has been still further extended by the addition of the Bobcaygeon-Parkette line of the C P R in 1911 and the C G R. grain line from Port MacNeill to Bethany in 1912. The Trent Canal has at last been completed after half a century of shifting and procrastination. A new policy of road construction entered upon in 1917 has resulted in expenditures of over two hundred thousand dollars on the roads of the county during 1918 and 1919 alone.

Conveniences have been distributed in great detail throughout the countryside. The farmer is seldom without his telephone. His mail is delivered at his gate. The automobile takes him in town at speeds unpermitted to Pendago a few short years ago although the urban dweller has water service, electric light and the cheap discomfort of the cinematograph. Life is now one hurried rush rather than it was for our grandparents.

Another notable phenomenon has been the urbanization of industry. Manufactures no longer dependent on local water-power and seeking the most advantageous location with respect to labor and commercial markets, has developed in the larger cities. Urban congestion has drifted into little shops and factories that flourished forty years ago in every country village.

In North Victoria this decline has been further complicated by the practical disappearance of lumbering. The magnificent pine forests of earlier days were slaughtered with no thought for the future and the country was left in its naked sterility of barren rock. The decline of lumbering meant also the decline of shipping. In 1861 thirty-three vessels plied on local waters. In 1876 there were scarcely three. Thus the economic functions of the county system were simplified to the agricultural production of farm products and lumber, and the retail distribution service of Lindsay and the larger villages.

Along with the consolidation of modern life and the urbanization of industry has come a rapid decrease in rural population. In 1861 the county apart from Lindsay counted its maximum of 28,138. In 1921 the total was 14,819 a decrease to one generation of 6,666 or 47 per cent. Lindsay stood at 7,856 an increase of forty-three per cent. All the villages have declined in recent times.

The county assessment, however has increased from $4,681,666 in 1861 to $19,542,615 in 1921 and the 1918 to 1920 This appears to be a substantial advance but if we stop to compare the actual values represented by one dollar in 1861 and in 1920 respectively we shall find food for serious reflection.

INTRODUCTORY OUTLINE.

We have thus sketched in outline the history of Victoria County over a period of one hundred years. We have followed the development of three distinct eras: the pioneer era, which closed with the full development of municipal institutions; the railway era, in which the county attained municipal maturity and its maximum population and prosperity; and the modern era, in which certain radical changes have become manifest.

Chapter II

The Southern Townships

The six townships Emily, Ops, Mariposa, Verulam, Fenelon and Eldon, which lie in a bundle like in the southern half of Victoria County have a history somewhat different from that of the seven townships of the north. Not only were they opened up a generation later but the natural conditions of land and soil were given them a past development and a future destiny peculiar to that of Victoria Somerville Leaves Carden Dalby Dalton and Longford. The high but usefulness of the former will always be third in agriculture the latter will never become centres of the Land of Bark and Forest.

The story of the Southern Townships tells of steady progress from pioneer hardships through toil to prosperity. A general account of the pioneer social and economic life of the century has already been given in Chapter Number One. In speaking here of a more intimate nature of the early settlement of these townships no small place against that background the actual men and women still cherished in local memory who bore the brunt of pioneer stress and sacrifice.

(A) The Beginnings of Emily Township.

Emily Township is named after Emily Charlotte, daughter of Lord George Lennox and consort of the Earl of Richmond Governor-General of Canada from 1817 to 1819

The township is in the south east corner of the county. It is approximately square each has an area of about nine hundred square miles In the north it is bounded by low hills but becomes mostly rolling in the south. It is drained by Pigeon Creek waters at the southwest corner and crosses diagonally towards the northeast, where it widens into Pigeon Lake. Chemong Lake on the east is boundary and the main feeder Kawartha Lake on the north. The basic subsoil is made up of glacial clays and it is commendably fertile.

In 1818 some clearing was done on Lot 20 Concession 2 by Peter Reed. He then went back to Cobourg, however and before his return in 1820 Humphrey Finley and his wife came in and located three acres in Lot 19 Concession 2 of Emily in the same season Hop later 1820 of King and Queen of Emily in the autumn of 1820 Maurice Cottingham his sons, William and Samuel and one James Lashley passed in further through the pathless forest to Pigeon Creek which they bridged by felling two oak trees into it from opposite banks North the stream about where Omemee now stands they did a little underbrushing and clearing, but retreated to Cavan, for the winter

In March 1821 the township was formally opened for sale and attached to Durham County the western half of the Newcastle District. (See Annual Report, Ontario Bureau of Archives, 1912) Samuel Cot-

Ingham and James Lahey now returned in the early spring and built a log cabin twelve feet by fourteen in the deep snow. Wm. Cartwright and his father soon joined them. Cheering prospects and in the early summer they planted corn potatoes and wheat.

That same year a party of four hundred Protestant Irish from the County of Fermanagh set sail for Canada and settled in a body in South Emsley and in Canon Township, Durham County which lies directly to the south of Emsley. From this contingent came the modern family names of Adams, Allen, Armstrong, Baldrey, Beatty, Bradford, Bothan, Cockell, Cramp, Crawford, Dickson, Eagleton, Fee, Farrington, Graham, Hartley, Hughes, Irwin, Ivory, Jackson, Johnson, Jones, Knowlton, Lamb, Mahon, Mitchell, Moore, Murchison, McCrea, McNeely, McQuade, Neal, Norris, Parker, Redmond, Reed, Robinson, Saunderson, Sherwood, Stephenson, Thornton, Trotter, and others.

The settlers commenced clearing the land with their log axe, each with a cabin and a scanty crop on up the stumps. At first the nearest mill was at Port Hope, fifty-two miles from Otonabee, but a mill named Dysart, was soon built and to be came on the site of modern Millbrook, which is only ten miles from the Emsley boundary line. The only cash they took out was by a raft of square timber, each raft consisting of which two miles came which an American named Myles Rod cut and dressed in the woods near by.

The Robinson Immigration

In this same year when the Protestant Irish of South Emsley were rapidly becoming a substantial community, the British government arranged for the immigration into Canada of a contingent of 2,024 more Catholics from County Cork. This enterprise was supervised by the Hon. Peter Robinson a brother of John Beverley Robinson, Chief Justice of Upper Canada. They sailed from Cork in May 1825 in seven sailing ships after a voyage of thirty-one days. They then proceeded immediately to Kingston where they spent two months in camp. Provisions and fever cost also worked havoc among these here, and there were the usual scenes of sickness and death. From Kingston they travelled to Cobourg by the steamer and thence on foot and by ox-cart over twenty miles of inland to Smith's Creek in Scott's Landing at Rice Lake. A small log Durham house and seven cottages in half a mile of Darby to Monty-five miles of the Otonabee River in a scarce rather camp at a hamlet which was then called "Scott's Plains" (after one Adam Scott who had built a mill there early in 1825) but which has renamed Peterborough. In 1827 as a compliment to the Hon. Peter Robinson. While the immigrants were gathering here Mr Robinson let many comfortable contracts to earlier settlers to slash bush roads into surrounding territories to mark as guides to the immigrants who were out to choose their respective 100-acre lots, to build log shanties on them, lots at an average cost of ten dollars each and to rent their carts and oxen for the transportation of the incoming women, children and baggage.

In 1851 Emily came 1145 families that is about 5716 persons or a little more than 5 families to the square mile. Douro and Dummer were all located in a block in the north half of the township and 1850 some shorter but North Emily was so solidly Catholic no doubt Emily was solidly Protestant while both were Irish.

Practically all of the new colonists were established in their lots in the middle of 1825. The Peterborough Examiner now issued from five editions for eighteen months or a month of one booth of both and also portal of those persons per day. Each family was given 100 acres one acre as wages a house-and-a hammer one hundred rails two pine lots, three hens a bottle, a frying-pan an iron pot five bushels of seed potatoes, and eight pounds of pork.

A tradition has been handed down in Protestant Emily that we work was back in the first winter cannot one can all the necessaries and rations had been eaten up. Official statistics, however show the latter tale to be born in prejudice and not of truth. During the first year though fewer than 40 acres left many family's farms in the north said touched the living with a communal palsy that Catholic pioneers cleared away 854 acres of put forced crops 32 [illegible] 2 [illegible] 3 [illegible] 4 [illegible] and 3 442 bushels of Indian corn sowed 44 bushels of fall wheat for the next season's crop. This made 28836 pounds of maple sugar. They also purchased or their own account 4 head of cattle and 47 hogs it is evident that they did not run the head of [illegible] (See Third Report of Emigration Committee, British Parliament 1827 page 491)

The Mill Village of Omemee

The mill built by Will on Cartwright in 1825 became so important as a base of supplies floating this Ashburn in[illegible] that a store was opened beside it in 1826. This was like an island around which the village Omemee has grown.

In 1826 a post office was established here with Josiah L. Hughes as postmaster. This post office was called Emily but the hamlet was known generally as Williams own—doubtless suggested to William Cottingham's town. In 1826 also the first school was built on the site of the first Methodist Church. Mr. and Mrs. Phillip Hardwick were amongst the earliest teachers.

In 1831 the first preachers to arrive in Emily were Methodist pioneer missionaries of the village." Promoneer amongst these was the Rev. Buddy Ruttenbur known irreverently three about the township as "Little Peter Ruttles, because his favourite reproof to those whom he heard criticising others was "You know we all have our little peculiarities. It [illegible] church was built chiefly by the Methodists was built on the northwest corner of Lot 18 Concession 2. As Anglican clergymen the Rev Mr Thompson formed locally as a classical scholar used to come from Cavan and hold services in private houses. In 1836 an Anglican church was built of Williamstown and the Rev H. Street of Cobourg became the first resident clergyman. A Methodist church was begun in the village in 1826 but took several years to finish. The first Presbyterian minister was the Rev Mr Black who was succeeded by the Rev Mr. Ewing.

In the forties the name of the village was changed to Mossville. A business directory of 1850 gives the following names —William Cottingham as Her Majesty's mounted carrier and miller Robert Graeby postmaster Richard Galbraith, blacksmith Wm Kells tanner & Chamberlain merchant Wm Mitchell merchant W Beatty merchant Rev John Brash R C priest Rev Robert Harding Anglican priest Rev John Ewing Presbyterian minister

The Port Hope Peterboro and Lake Scugog Railway was built through the township in 1862 but the station was placed at an extraordinary distance from the village. This was apparently done by the railway company out of spite because the locals paid them bad dollar short of their demands.

The name of the village was now changed to Omemee after the Omemee or Pigeon Family of Mississaga Indians who had long made this neighborhood their hunting ground. The name of Pigeon Creek Pigeon Lake and Omemee have thus a common origin.

Incorporation as a village occured in 1874 The first Village Council was constituted as follows:- Reeve Wm Mitchell merchant Councillors, Jas Beaty, Wm Neil John English and Copeland Lakey All officials were —Clerk C Swalwell Treasurer W S Cottingham Collector S. English Assessor J Ritchie and W H Hill

Omemee reached its maximum of prosperity and population in 1875 when it had 825 inhabitants These were then three churches, a high school and a public school a grist mill, two sawmills a tannery a foundry a carding mill, a cloth mill four hotels and several stores The Wonder now of Leading had been published in Omemee from 1866 to 1887 but its successor in the newspaper was the "Herald," now defunct.

By 1930 the population had dwindled to 467 The Industrial composition of the city at that had a blighting effect on local manufacturing and the general decline of the countryside has been reflected in village life it still functions however as the natural economic focus of the township.

There has been no other considerable village in Manvers. The immediate post office of King's Wharf takes from the Hon of the Robinson Immigration and a Roman Catholic church built in the forties at "Downey's Grave" has been surrounded by the modern hamlet of Downeyville.

The original St. Luke's church was a log structure put up on the present cemetery site by Father Frederick of Lindsay. The first resident priest at Downeyville was Father Burke appointed in 1861 Under his successor Father Coyle, a new frame church was built in 1868 This church was bricked over and remodelled in 1891 suffing the inconsistency of Father Brotherton

The Municipal History of Manvers

The municipal history of Manvy may be said to commence to 1825 when General Cottingham collected the first taxes, amounting to sixteen shillings and sevrich cents in the Treasures of the Newcastle District of Cobourg His commission as collector was one chill ng, and

his expenses in the undertaking. Being by himself, amounted to several shillings.

The Colborne District was formed in 1841 and allegiance transferred from Colborne to Peterborough. A new system of local government was now inaugurated whereby each township had local officials wardens, and a clerk, a tax-collector, a pound keeper and also elected representatives to a District Council of Peterborough. Joe L. Hughes the postmaster at Willis Corners, and Wm. Cottingham the miller were the first District Councillors from Emily. They, along with Hughes Hutchens were also Township Wardens. The Township Clerk was Christopher Rawlinson the Collector Hugh Collins, and the Assessor James English. The whole system was designed to facilitate the extension of roads and other improvements in laying before after. It observed for the township accounts for the year 1841-42 shows a total expenditure of only $175 for roads.

By 1850 the Colborne District became Peterboro County and the modern system of municipal institutions was established. The first Township Council under this form of administration comprised the following:—Reeve Wm. Cottingham, Councillors, Wm. Jack Thomas Poe, Christopher Mewburn and Michael Lebone. The clerical and bailiff duties were —Oscar Robert Stanley Treasurer Thomas Mitchell, Assessor James English Collector Arthur Montcalm Archer by T. Crawford and M. Shaw's superintendent of Schools for Emily.

Record Statistics of Emily

The last Dominion Census, taken in 1911 shows that the racial strains and religious complexion of early days still persist with great distinctness. The chief strains represented in Emily back to Commons, were as follows —Irish 3417, English 955 Scotch 114. The main denominational groupings were —Methodists, 978 Roman Catholics, 843 Anglicans 813 Presbyterians 243

The chief racial population of the township apart from Communes was 2554 in 1850 The consecutive returns of 1920 show that this rural population has dropped to 1056 a decrease of over thirty-five per cent. The county assessment of Emily however stands now at $1 676,016 which is nominally twice that of 1850

(B) The Township of Manvers.

Manvers is the Ignotum per Ignotius for brevity. No record or even legend pertains to explain through what whim of early officialdom a backwoods township was so named.

Manvers as township was not erected in 1850 and formally attached to Durham County Newcastle District in 1851 It shapes it was originally a rectangle with miles from north to south and fifteen from north to south. There was added to it later however a broken southern front on Lake Scugog, now known as communities A. Long Island D. Marsh and Bell formerly attached to the township of Cartwright which now lies entirely to the south side of the lake. The other municipal neighbors of Manvers are Ops and Pontefract on the east Eldon on the north and Bexley in Ontario County on the west Its superficial area is 74 163 acres The land surface is moderately undulating with a very luminous drainage system The chief streams known variously as Big Creek

Mud Creek, Maridase a Creek, West Cross Creek, and Mariposa Brook rised in swamps near Manilla on the western boundary flows night miles northeast to about Lot 15 Concession 12, then turns directly south until it passes Little Britain on Concession 6 and finally turns east to pass out of the township on the 3rd Concession and empty into the Scugog River in Ops. The meagre flow and gentle current of these little mains streams and the consequent lack of any considerable waterpower is beyond doubt the explanation for the absence of any industrial village in Mariposa The soil however has always surpassed in medium that of any other township in Victoria. Once the heavy timber had been removed it took as it still holds a rank high indeed in agricultural prosperity

This well-known fertility of the township resulted in the backing of general settlement until nearly a decade after the major immigrant flow into Emily. For the Canada Company secured large concessions here George Strange Head as at Port Hope, the Canada Company member for Durham arranged for a rich grant to himself and leases acquainces were not wanting.

For many years Mariposa was visited annually by three commercial travellers who came in a waggon and system but speculation but not to occupy the land. At last in 1827 a Patterson of Markham-On-Taro settled near the modern Manilla Others who located prior to 1830 on that part now Manilla or in the vicinity leased from the Canada Company at from $1.10 to $2.00 per acre were the Kwings, McLeods Wrights, McPhersons, Phillips and Whalen Jas. Patterson died in 1851 a large contingent of Scotch settlers, chiefly from Argyleshire, secured in along the Ops boundary on the north. Amongst the families who overflowed on to the south side of the line were the Bells, Campbells, Gun Stells, Charltons, Copelands, Grants Irishes, Kidneds, McCrimmons, McCauleys, McCollums McLeans, Singletons Stevens and Wrights In 1831 also the Edwards and Williams families took up land along the western boundary and one Samuel Dick built his cabin in the hard wood forest near the site of modern Oakwood His fellow settlers were on the east were of Purdy's Mills nearly six miles away In this same year when actual settlers began to increase and sell off the big improvement of the land the hitherto swarm of speculators became so numerous and importunate that the Canada Company refused to grant any further locations without an express pledge of settlement Applicants were were not lacking to substantiate such pledges. For the next three years there was a steady increase in number of settlers of the very best type, chiefly Canadian-born pioneers of the second generation whose fathers had been well prosperity in this front township at Northumberland County such in the Ontario County townships of Whitchurch and Markham. Most of these families settled in the centre of the township, along Big Creek. Amongst these were the Armitages, Brooks, Reynolds, Dingmans, DeGeers Delongs Bradshaws, Hotchkiss, Ashbridge Lakes, Lloyds, Mazes, Minthorns McNeils, McWilliams O'Briens Pearsones, Mercers, Reesbys, Richardsones, Roadhouses Taylors, Tibbs Walkers and Wellmans From 1834 to 1837 a few more families drifted in each year Practically among those who settled in the eastern part of the

township were William Steven William Bowes and John Crane a Quaker. For many years yet there was little or no immigration between the Canadian born settlers in the centre of Mariposa and their British neighbours on the not here better for a back tract of difficult forest, held by speculators in several. Three wars likewise very low early settlers in the extreme south of the township.

All of these pioneers in Mariposa came in from the south and southwest and not by way of Peterborough Cobourg or Rice Settlers were first obtained from Newmarket, then from Fenaco Albert, to Lake Scugog and finally from Port Perry. Tenders were not opened up with Lindsay until very much later in the beginning the nearest post office for the receipt and dispatch of mails was at Pickering then on Lake Simcoe Then Prince Albert was for a short time the closest centre for mail, still Mariposa post office was opened at what is now Manilla.

By 1850 the population of the township had risen to 1387 only 8th lower than in 1921 The harvest in that year included 20 000 bushels of wheat 41 000 bushels of oats 14 000 bushels of peas 33 000 bushels of potatoes, 81 000 bushels of turnips 60 000 pounds of maple sugar 10 500 pounds of wool, and 30 000 pounds of butter This represented however only a small portion of the effort of that day. For the great task of clearing land was still the principal of a day. For the great task of clearing land was still the principal of a virgin forest of oak and maple, such crops as were exported were transported in the winter over roads to a village (now deserted) called Port Hebert on the north shore of Lake Scugog, thence across the Indian Cadenza, in Cartwright, and south by road to Port Whitby on Lake Ontario.

The internal organization in the early thirties was very slight Lewis Wintern was the first tax-collector and W. H. Pride the first Township Clerk The personnel of the Quarter Sessions Court for Mariposa and Eldon combined comprised Messrs Irish, Ewart, Williams, and Collins. Samuel Davidson represented Mariposa at Peterborough on the Municipal Council at Cobourg District in 1842 The first Township Council after the Municipal Act of 1849 included the following — Reeve, John Jacobs; Councillors, Samuel Davidson, Obadiah Rogers, Robert Wilmide and William Ramsey Clerk, A. A. McLaughlin, Treasurer James Thornbrick.

The Gazetteer Directory of Canada published in 1850 gives the following names in Mariposa — Castlero Corners (now Manilla) Mary lawing names in Mariposa — Castlero Corners (now Manilla) Mary lawing names in Mariposa — Castlero Corners (now Manilla) Mary lawing

there have been three small villages, Manilla, Oakwood and Little Britain. three of them incorporated which have grown up around a Post Office : Towards the end a small mill respectively

MANILLA straddles the boundary between Victoria and Ontario Counties on the line between the 5th and 6th Concessions of Mariposa. The name of the present village was the Post Office opened in here in 1852 in the log store of Jacob Hain. For six years this was the only Post Office for the Township. Some afterwards the Bible Christians built a church, which was rebuilt of brick in 1871. The Presbyterians built in 1862, the Baptists in 1864, the Congregationalists in 1880 and the Methodists about 1870. A certain amount of trade and industry also gathered about the centre in 1851 the village boasted a flour mill run by steam because of the absence of waterpower a rake factory and both a store stores

OAKWOOD in similar circumstances of lots 14 and 15 in concessions 8 and 9 The name is derived from the heavy forest of oak which originally covered this neighborhood. James Tidd settled here about 1819 and may therefore be regarded as the father of the village. 1848 saw a Post Office was established with A McLaughlin as Postmaster. Peter Perry of W. By opened a store in 1844 and for many years Township Hall was built. The Hall has been held on the same place that first hall has never ceased to be the municipal focus of the township.

The first tavern or hotel at Oakwood was run in 1870 by John Kirke. He was succeeded by Thomas Stanton, and he in turn by William Banks who carried on the business for nearly twenty years.

The first church was built by the Bible Christians in 1860 The Episcopal Methodists built in five years later the Canada Methodists in 1868 and the Baptists in 1871.

Oakwood reached the peak of its prosperity in the eighties In 1883 its population was about 750 Of that number there were 72 children between the ages of seven and sixteen and 127 between the ages of five and twenty one. Oakwood took just pride in her young people in those days.

The chief business firm in 1878 was that the general store of Hoag Bros. with which was associated a 40 foot bushel grain elevator of Mariposa Station situate from the village To this stem he came Marion Hoag a export trade in cereals and in clover seed, which he gained a wide reputation. Hoag Bros. also managed the Post Office and telegraph office. Other mills in the commercial aggregate were A. Cameron's general store M F Anderson's tailor shop William Fairbairn's hotel, Alfred Lake's machinery depot Thomas Staples blacksmith and carriage works, Sinclair Bell's blacksmith and carriage works, Hoags Humphrey's carriage works W H Harper's harness shop, and Robert Gamble's hardware store

Prominent citizens of that day were, James Thornstyke, J F Cartlage, Robert Webster Sr William Webster James Weldon Sr W A. Silverwood, John Coad David King, Hiram's Hiscock and A. Lake

The first mills of consuming note used from the village is situated at right angles by Marsden Bros. The mill's borders of this intersection known locally as The Crich was once busy with tanning and

grinding, but by 1858 a brick-yard and a livery stable were all its boast.

The east cross-roads in the east ward was known as Hall Oakwood or Taylor's Corners. Here the Hon. S. C. Wood before the days of his political honours did business in The Stone Store. In the eighties Jas Bennett and William Tinsley manufactured wagons and carriages here.

LITTLE BRITAIN is on lots 18 and 19 concessions 4 and 5 fronting straight south of Oakwood to the old grain roads to Port Hope as it is built almost at the intersection of Mariposa Brook and a small tributary which flows through the village from west. It was first laid by Harrison Haight, who settled here in 1824 and three years later built the first of H. F. Mackpet This mill which was idle for a considerable time was rebuilt by Mr Whitesides and is now doing fine business. Little Britain had a carding mill and cloth factory in the fifties. It was a busy place during the pioneer period. The village's chief merchants in the early eighties were Mr Hall and Mr Wilson. In 1845 the Christians opened a church and in 1862 the Bible Christians followed suit. A Post Office was first opened until 1850.

The year 1858 saw Little Britain the largest inland centre in the township. The chief industries were Joseph Maxwell's carriage and blacksmithing works Wm Sutton's carriage and blacksmithing works, Mowbray's earth, stone and planing factory and shingle mill Edwin Marsh's joinery and implement works Isaac Pinkey's steam roller flour mill and Dryden's Hotel and M Fryer & S Marsh's store J Wallace and T H. Morton ran general stores T H Morton also had the Post Office H. C. Wilkins owned a grocery store and also ran the stage to Mariposa station. A. M Pearland had a tin ware store A Smith's furniture store S Champion's tailor shop, and both Wm Kydd and John Bell harness shops Joseph Jenkins ran the village hotel.

The chief sanctuaries were the large Methodist church on Mill Street West presided over by Rev Mr Gaden and the Methodist Episcopal, Rev Mr S. H Anderson, and the Christian church, tended by the Rev J C Pilkie.

Prominent among the pioneer names in and about Little Britain are those of Wood, Cory Davidson Dix, Epsten Hiles Hamlin Drumsway Hall, Henderson Johnston, King, Marks Mackerell Nathanson, Peck Rose Fraser, Hays Seaborn Simonds Stewart, Wallis Webster Whiteside and Wishart

None of these three villages, Manilla Oakwood, and Little Britain have attained dimensions sufficient to command incorporation. The reason no already suggested lies in the absence of power for industry and in the fact that no railway station has been placed within a mile of their borders Whether this represents the balanced result of village politics, and counter-pulling in the days of railway construction or whether the railway builders were inadequately bonused or whether the present route of the Whitby Lindsay division was the necessary

choice of civil engineers, is somewhat uncertain. In any case the rail way has contributed nothing to the growth of these centres.

There are no other villages in Mariposa. Woodville is an incorporated village on the Eldon boundary but is usually reckoned as belonging to the latter township, even though part of its population has settled over on the 16th concession of Mariposa. Lieffat Valley in the north-east, Glendale on the Fingerboard Valley road in the south-east and Fingerboard in the south-west are likewise postal localities with little more than a church and a smithy. Cresswell is a hamlet on the Whitby-Lindsay Division just south of Manilla Junction. Grass Hill is a station on the Caledon-Pefferlaw Division at the Eldon boundary. A grain warehouse is the chief personage.

A Section on Recent Statistics.

The Dominion census of 1911 throws interesting lights on the population of Mariposa. The chief racial strains represented were as follows:—English 2 121, Irish 1 751, Scotch 1 202. The census national subdivisions were as follows:—Methodists, 3 272; Presbyterians, 767; Anglicans, 125; Christians, 114; Baptists, 42; Roman Catholics, 95. The population of Mariposa has fallen off somewhat by the last two generations. From 1871 to 1926 it dropped from 6585 to 3312, a loss of 3273 or over forty-two per cent.

The assessed value of real and personal property within the township was set at 2 2 437 979 in 1926 and at 2 2 2 2 2 2 2 2 2 2 1 780. This latter figure is greater than the assessment of Eldon and Emily combined, and more than twice the total value of Somerville, Manvers, Lutton, Carden, Dalton and Longford.

(C) The Township of Oro.

The township of Oro is named after the Roman goddess of plenty and fertility. Oro was the wife of Saturn and the patroness of poetry.

The choice of such a name was not inapt. The township is made up of a blanket of rich clay loam spread over a bed of comparatively level limestone. In addition it is rectangular, and each of its concessions, or about nine miles from west to east and twenty-eight and a half from north to south. Its area is divided into approximately equal and west halves by the Scugog River which flows from Scugog Lake in the southwest corner of the township into Simcoe Lake near the centre of northern boundary. The town of Lindsay is built beside the river on Lots 19 24 21 and 22 Concessions V and VI, or almost in the centre of the north half of Oro. The Scugog has several tributaries. Bass Cross Creek, which joins it on Lot 8 Concession IV divides into two main branches on Lot 9 Concession V, one from West River parallels southward for four Centerwright Township Harkins County and the other Stony Creek straddles east to the 6th of Oro and thence by a general southerly direction past Roebuck into a long swamp that extends even beyond Syrcuit Station, near the

northeast corner of the township. Just opposite the north of Mount Carmel Creek Marlboro Brook, or West Croton Creek, debouches into the Sengeac. This stream drains most of Marlboro Township, to the west. Smaller tributaries to the main river are Decker Creek, which enters from the east just north of the Lindsay Protestant cemetery and the Old Distillery Creek (formerly known as Leslie's Creek or Hopkirk Creek) which drains a swampy area to the north west of Lindsay in the early days nearly all the streams of Ops were associated with wide tracts of marsh and bog that long covered rich hardwood forests to farm development.

Pioneers in Southwest Ops

The first grants of land in Ops that are of record in the provincial archives at Toronto are to Patrick Connell and John Connell, brothers and Irish men and were made in December 1825. John Connell settled on Lot 2 Concession I and Patrick on Lot 7 Concession II. The latter who was known for the rest of his life as King Connell, now ultimately divided up his farm, where his grave may still be seen. The Order-in-Council by which the land was granted to him reads as follows — "In Council 21st December 1826 Ordered that Patrick Connel r native of Ireland now in the town of York pensioner who has a wife and six children, shall receive a grant of two hundred acres of land. Regulations 31st January 1826 as contained in Council 28th April follow ing (Sgd.) John Herbt. Secretary." The document in full is in the following orthography — Warrant Nr. 6487. Patrick Carrel O.C., Dec. 1826. Regt. 31 January 1826 Certified to be located for the Hon. F Baldwin MPP March 1826 Lot 7 2nd Con Ops 200 acres."

The next recorded grant was on March 30, 1826 when a clear patent for 6658 acres for giver to one Duncan McDonnell, of the village of Cumberland Glengarry County McDonell had contracted the government survey of Ops and was thus paid in land instead of cash. The allotments which made up his totals were as follows: Lot 1 Con I Lots 15 and 16 Con III Lot 14 Con IV Lots 12, 13 and 24 Con. V Lots 5 17 and 18 Con VI Lots 17 and west half 27 Con VII Lots 24 Con. VIII Lot 5 Con X Town lots, which were surveyed, but never occupied by him as the richness of the township, above less rhapsodic one by him as the richness of the township, above less rhapsodic one by him as the richness of the township, above the following names at the present day — Geo Hand Alley Irvine, W Walden Leo Grant, Jr. Johnston, Thomas Hickson, Francis Fitzpatrick Walter Carroll, William Connell, P J Murphy Senator George Gordon, J W Jennings W B Curtis, Wm Rowds, James Curtin, D Murph ph, J W Jennings W B Curtis, Wm Rowds, James Curtin, D Murph ph, J W Jennings Murphy John Brown Robert Brown, T Gilleman W Wilson Allan Curtin, R B Agnew B V Pogue, Elias Pogue, Fred Dawson J Shaw and L Shaw The Duncan McDonell grant also included all that portion of Lindsay which lies north of Durham Street, r full one-quarter of the entire town

McDonell himself never settled in Ops, but two of his residents, Pal Lee and Dan Shanahan, took up each grants and remained to work

Three Lots settled on Lot 1 Concession 1, which lies on both sides of the Saugeen. The eastern portion, containing 107 acres, was purchased by Robert Jordan. He left it bush, while the western fragment, containing in only 23 acres, is occupied and cleared, human neighbors were closer at hand. This latter portion is now part of James O'Reilly's farm. Shanahan, the other of Melbourne's men, located on Lot 2 Con. resided till.

Patrick Dunn was a very early settler who is supposed to have squatted on the north half of Lot 12 Concession V long before the township was opened. John Ferris an immigrant from Antrim (Ireland) bought this property from him in 1846. John Brady resided in the township in 1828 but left again and did not return to settle permanently until 1827. In the following year Messrs Matthew Philip Parrish and James Murray settled also by lots on Lots 1 & 2 with north one-half 8 Concession V. About the same time a number of families from a single neighborhood in South Ulster entered in a body. Amongst these were Michael Brady, Terrance Brady, Edward Murphy, Patrick Brady and a Negro Boy. About 1828 John Mc Loughlin, Owen Tierney and John Jones settled on Lots 17 16 and in Concession IV. Other early settlers on the south-western part of this township were Michael Lenehan, Oliver Norris, John Tyrrell, Thomas Kirkland, Patrick Fairchild, Hennessy, Jim Rusticoco, Hyden, Millers and Coburn. Roger McHugh grandchildren of Senator George McHugh, settled on Lot 14, Concession IV in July 1833. He was discharged Irish sergeant from the Sligo Regiment Militia and this 200 acres was a free pensionary grant, even stationery being charged in the Crown as claimed in the Order-in-Council, Warrant No. 7 87.

The Eastern Concessions

Most of the earliest settlers in Southwest Ops came by way of Bowmanville or Whitby on to Port Perry. Meanwhile, however another area of settlement was developing along the eastern concessions, and by the eighteen-thirties the general route into Ops was from Emily on to Omemee and northward.

The first permanent settler on the eastern boundary was Abner Cunningham, a Kentucky immigrant who came to settle in 1818. Cunningham had four sons: Joseph, John, John, and Abner. Most of these sons were the Sutherlin, Rogers, Powers, O'Portolis, Scullys and Cornells. David and Charles Cornell, through at this time transplanted from Limerick County Ireland were really descendants of Palatine refugees who had been granted an asylum there in the reign of Queen Anne. James Macdonald and John Blaylock were not Pentinelar War veterans who settled here about. The former lived in be on return more at 10th years of age.

Thomas Rea was a man of prominence in this neighborhood. He was a native of Fermanagh Ireland, and had mastered the trade of carpenter, other smith and weaver. He came to Canada in 1818

but sojourned temporarily in York and in Malmur Township, Dufferin County before settling finally in Ops, on Lot 7 Con X More he secured a government contract to build a road extending from Lot 5 on the Emily boundary as far as the John Wellman farm Lot 16 Concession VII and passing diagonally through the modern hamlet of Roseboro as named in his honor a few years later this same locality was united for a short time both and occupied by the Francis Kelly who handled the stage route west from Fenaboncough over this road Among the early settlers east of Reaboro were the Connollys, Wadsworth and McDonoughs, who came from Fermanagh

South and Centre.

William Reynolds and his brother Robert were pioneers in the Mt. Horeb neighborhood. They were natives of Tipperary Ireland Duncan Fisher settled on Lot 12 Con VIII in 1829 His sons were Peter and Donald The former died in 1914 in his ninetieth year and the latter in 1926 in his ninety-fourth year The Skuses and Fogues also located early in the southern part of the township

The original reservation for the site of Lindsay was a 400-acre tract comprising Lots 20 and 21 Concession V Prominent among the land owners who had secured grants in the Loyal Lodge naval officer who held 700 acres, namely Lot 19 Concession VI, on which he himself lived in a frame house near the river bank, Lot 24 west the south half of Lot 23 Concession IV whilst later passed into the hands of the Hopkins family and Lot 20 Concession VII, was occupied by two of his grandsons, Messrs Henry and Robert Logie A man named Rose owned 400 acres immediately adjoining the townsite on his north and Francis McDonnell of Glengarry held an equal reservation just south of the site

Some Annals of the Scugog

The history of the growth of Lindsay will be given later in a separate chapter

The story of Scugog River and its outlet we shall now come to a man whose name is also written on the first page of Lindsay's annals. This is William Purdy who, in 1846, built a mill on the river within the modern limits of Lindsay

The Scugog before this time, had been a very small and shallow stream. The early settlers in Fenelon Council's town used to drive through it with oxen and a jumper loaded with sacks of grain on their way to Gray's Mill, their nearest grinding-place, which lay far to the south near Orono on Lot 21 Concession VI the banks became high and steep, and there were rapids by which the river descended three feet at the head of these rapids, where J Purdy's best water now stand. Purdy and his sons Isaac and Howard built a mill and a dam with a head of ten feet

He was then authorized by the government to grist for the neigh-

Scotland for a toll of one-twelfth On the 8th of May 1846 the following Order-in-Council was also passed by the Governor "Ordered that a Deed issue to William Purdy of the Township of Ops in the District of Newcastle miller for Lots numbers 28 and 31 in the 6th Concession of the said Township of Ops such that the Surveyor General do make such a reservation in the Deeds that hereafter some for the Lots now flowed by the mill dam as will secure him in the rights of keeping the water at its present height without subjecting him to an action for damages. (Sgd) John Birkie, Clerk of Executive Council.

Purdy was then given 400 acres of land and the promise of freedom from legal action from the owners of millers who were already located on the dam and whose land would be ultimately be flooded by the building of the dam. But all was not well. Not only Briggs, Kirby but Reed and West Creek Creeks had for long Lakes as well were keeping that back over their existing banks. All summer on Clide drowned land hod The stagnant waters grew miasmic and a plague of fever and ague killed all scores of settlers on the farms near by There grief found very it active and the whole homestead completely, from a distance south to Port Perry rose up out summer day in 1848 seized flatbeds, cases, and plankforks and marched on Purdy's mill An attempt was made to call out the militia, but in vain However no personal hurt was done but the dam was soon hacked away and swept down stream on the repaid waters.

The grievances of the settlers were so genuine that the government at once attempted to punish this act of vindictism.

The end of may be found in an old document recording an agreement made on December 18 1849 between Purdy and the Board of Works of the Province of Canada a government department which had been established the year before by Act of Parliament. By this agreement the Board of Works by it's dam and look further knew that the river of the exact site of the corresponding streams of to-day and granted Purdy the sum of all surplus water that would not be needed for navigation Purdy was to provide all his own timber and immediately set to keep the dam in repair The Board of Works was to receive half an acre of land bounded by the river and the present Lindsay and King Streets and extending five chains to the east as permission for the house and garden of a lock-keeper Purdy nevertheless was to relinquish all claim for damages for the destruction in 1846 of his first mill-dam and he authorized for this and all other concessions in the contract he received from the government four hundred pounds in cash.

The government dam had been begun in 1846 and was completed in 1848. It raised the level of the river by seven feet, or three feet less than the entire waterfall. This level was acceptable to the contrycabs, though complaints were rife several years later when Simon Bigelow, Purdy's successor raised the water an extra foot by placing a flash board along the top of the dam.

River traversities received re imputes by the building of the lock in 1888. This structure was 111 feet long and 22 feet 6 inches wide, and had an eight foot lift. At first the chief craft were horse-boats, small barges worked by a rope and with side paddle-wheels attached to the main drum. A sturdy ram would be placed at the bottom of Cossarow with his nose towards the sailings and his steady tramping with him, the one-horse-power vessel slowly drawn through Lindsay to Fenelon Falls or Bobcaygeon. About 1861, steam boats were built. The Woodbine and Port Perry was the first to ply regularly on the Ogemah at Lenelon Falls followed shortly after by the Lady Eglinton on Sturgeon Lake and Scugog and Lochar on the Trent system so heavy a demand for lumber developed that the works over the rapids necessitated a new canal. Trent Hight Committee. This corporation at hired the block of Lindsay at a estimated cost of $1,000. Fifty dollars were enacted on all timber floated.

At the time of this change all the rapids were at the waters below Lindsay. The torrential rapids were also under the bridge on bridge placed on shanties across the Scugog of the line between Lots 24 and 25 Concession 7 were from the Pottery Corners. This new crossing was known as "Anderson's Bridge" but was constructed by Charles McCaw & Alles some years another steamboat, the Lady Ida was built by Port Perry and it became necessary to force a passage through the bridge. This was accomplished by sawing it in two across the centre and hinging the two halves by means of chains or windlasses. The arrangement did not work as the bridge swung over the canal collapsed. Many lives catastrophic citizens of Lindsay came out and that took away all the timbers for the new bridge. Thus the smallest piece of "Anderson's Bridge" can be discovered.

The timber slide at the Scugog gave place to a lock again in 1878. This was installed by Thomas Wesley of the same mills as the 1888 lock. The present lock and dam which are also of this same location were built in 1898.

Forgotten Highways of Long Ago

The early roads by which men came to Purdy's mill at departed to north, south east and west have almost vanished. The present highways tend to follow the contest concessions. Thus the first main roads to be cleared through the Hallowell ship across country towards their objective though with many a bend and traverse by which to keep on high dry ground.

A traveller leaving Lindsay for the north would drive up Queen Street, in the East Ward, as far as Kerry's Corners, where J. R. O'Neill's store now stands. Here he would turn south to Logie Street. There was also a by-road over Eglinton Hill by which the river would be reached without going as far as Kerry's. The modern Logie Street as far north as J. J. Ward's house is part of the old road. It did not reach the concession line, however, until Daniel Murphy's gate. It then swerved towards the east about half a lot in order to cross Nelson Creek returned to the line about Frank Curtin's farm

and after following the present road for half a mile, struck off towards the river. The feather is admirably adapted for tying very clearly as high as it is high ground as far north as Clarke whence it ran straight north to Jamieville, Orono and Newcastle.

Shortly after Travellers destination have been Rawhorn, Gunnoe or Peterborough he would have taken the same route as far as Kerrys Corners. He would then travel straight east till Hiram Birch but if entering northeast from present town boundary he would continue in that direction as far as the line between the 7th and 8th concessions, cutting across the Logie and Smith farms. Here the prairie-bird were the only road closed some decades ago in still quite thickset. The route next led down the concession line between Lot 14 Concession VIII, now occupied by W. Hiram Fox, and thence diagonally across country through Bethany and into Emily or Lot 8 Concession XI. This last section of the road travelled still open.

The first road to Pontypool Fully one continued from there the present Presbyterian church across country Crowe's swampy stream now marked by the Sutton Street Drain, and up over the Canal Hogan hill. The section that lay across Brewery Creek was known as "The Lots South" because of its having no witness Letter the town rise the most southward run. It crossed the next creek on Lot 24 Concession IX were it was formerly the Base Road. This lot was occupied by Alex. Logie's son of Captain John Logie, who ran a sawmill on the creek. The road then passed over the Murphy and James farms eventually to run north to the boundary on the line between the 2nd road and Crescentown Road to the east of the road on Robert Tompkin's farm about half a mile north of Robert Secker Number 8 was long the chief cemetery for South Monaghan and Northwood Ops. The graveyard may still be seen though fallen upon days of profound neglect. The 4th Peterboro Road from crossing the boundary at a slipping down the great limestone escarpment there very much disjointed stretch northeast over the Wheeler Tompkins farm crossed McLaren Creek by stone bridge which still remains, midway between the two concession lines, ran then ran parallel towards Cameron Many decades passed before anyone ventured to chisel road down the cliff or the line where the main road now descends to McLaren Creek

The earliest road to Peterborough went straight west from Lindsay crossing river swamp of the 3rd and 4th concessions by means of causeway

Still another pioneer road ran southwest from the head of Kent Street West, across country to Port Perry. Fifty years ago the course was still very evident although it was then worth to Even at that time pedestrians made use of it for convenience sakes.

Officials and Figures

The municipal history of Ops has followed a course similar to that in the other townships in 1865 Francis Kelly represented Ops on the first District Council held in Peterborough. The first Township

Council comprised the following - Reeve William McDonnell Councillors, John Gibb, Patrick McHugh, Thomas Kee, and Thomas Keenan. The Clerk was Dr Wiplan. Mid Patrick McHugh was the first reeve of Ops after the separation and incorporation of Lindsay in 1847 In more recent times John Kennedy and his son Peter have served successively as Township Treasurer for over fifty years

The chief municipal exchanges in Ops have been the draining of the Long Swamp, west of Lindsay in 1850 and of the Stony Creek area in 1902. The latter scheme has two trunk drains extending through about Lot 5 Con. VI, and over Rainbow and on into Reilly and the other via Cunningham s Corners to Salem school Thorough drainage was supplied for 1 lab acres ash at outlet for $382 dues.

A large township hall of brick was built in 1861 at which is now the entrance to the Riverside Cemetery. When this old building was erected with a nominalist meeting on December 31 1906 the roofed floor gave way with a crash and jagged rents appeared in the walls. The crowd knocked all the window frames in their fashion in the mad rush outwards that followed. No one was hurt.

The racial and religious elements are manifested by the decennial census returns of 1911 - The races are returned are - Irish, 1,948 English, 676 Scotch 172 The church adherents are —Methodists, 944, Roman Catholics, 884 Presbyterians, 434 Anglicans 378, Baptists 128

The population of Ops in 1801 was 9101. In 1850 thirty-four years later it had dropped to 7,811. The township assessment had increased during that same period from $1 928 7in to $2,923,768 a valuation area or has there at any other township except Manvers. A just reservation must always be made for the enhancement of land values by proximity to Lindsay but urban conditions are not fresh any better beyond the town limits and the most considerations of lawsuits will still leave Ops a very rich municipality

(3) The Township of Eldon.

The township of Eldon is named after John Scott, first Earl of Eldon who was lord high chancellor of England from 1801 to 1827 Eldon though a canny lawyer and politician, and a reactionary as enemy of all reform. It should temper Canadian bitterness against the Family Compact to remember that in England itself such a reactionary tyrant was virtual ruler for fifteen years during the Liverpool administration.

This township, which bears his name is a rectangle about twelve miles from north to south and nine from east to west. The superficial area is a little less than one hundred square miles The neighboring townships are Mariposa on the south, Fenelon on the east, Carden on the north and Thorah, in Ontario County on the west.

The soil in the south is excellent. Approaching to clay of Mariposa. As one goes north, however the soil becomes thinner and light-

er and the adjoining limestones often crop out. An old graphecial road meanders across the township on Lot 7 Concession XI northeast of Marday, and travels west, wild many windings and gyrations, to travel on Lot 11 Concession I, west of Argyle. The northwest corner of Elden is crossed by the Talbot River and its extension Cranberry Lake. Two tributaries are butters of Cassh, near Belmeyne in the northwest, and Grass River in the northeast. A concession east of Kirkfield Grass River expands into Mitchell's Lake, a small body of water which owes most of its present size to the building of the Trent Valley Canal through it. That latter work cuts across westward from West Bay Balsam Lake in Bexley to Mitchell's Lake. Here southward to the north to the Talbot River level north of Kirkfield by a fifty foot lift, and the Mitchell lock and thereafter nearly due southwest down the Talbot River valley (though not always in its old bed) to Lake Simcoe. In addition to the streams already mentioned small creeks flow east and west from the centre of the township into Balsam Lake and Lake Simcoe respectively. The sources of hearing all streams and rivers in the wide tracts of swamp, which are a total loss to agriculture.

There are eleven main concessions in Elden. The concessions commenced from west to east and the lots from south to north. Concessions IX and XI for some inland reasons are of only one-half the usual width. The same distinction is applied locally to the north and two-thirds of Concessions VII to X and this neighborhood is further subdivided into Upper and Lower Paleston.

The old Indian trail by which aboriginal travellers had for centuries crossed from Lake Simcoe to Balsam Lake by its part across North Elden and two side main roads for explorers have been marked. The early settlers used to old road to cross the Grass River where it interrupted the portage but on the 6th Concession. When the boat was at one bank travellers on the other side had to wait for some one to come from the opposite direction and bring it across to them. There is a trail the fact one man waited in this way for two weeks. The story is hard to credit, even though the locality is all beaver meadow without a single tree from which to make a raft.

In the early forties the government built a colonization road still known on the Portage Road" along the line of the old trail To the north and south of this road, lots were laid out forty-four rods wide and a mile and a quarter deep

Survey and Settlement.

Elden was surveyed by Henry Ewing in the years 1824-26 As in its sister townships a dense primeval forest lay everywhere Hardwoods predominated in the small but north of the limestone escarpment while pine was supreme

The first locations were made in 1827 by Ewing the surveyor Louis Winter whose letter settled in Mariposa two McFarlanes, James Cameron and a Scotchman named Pascal Godefroy Ewing took up a block of land said from Ontario County along the Mariposa-

Elder Beardsley as far as the modern Evans Mill at the end of the 8th Concession. The village of Omemee was partly within this same tract, chiefly on Lot 1 Concession IX and Lot 1 Concession II though much of it had spilt over on the Mariposa side of the boundary house. The sawn lumber was made here for building solid parts of his land while he was ahead with the survey work for two years more.

In 1820 a party of immigrants from Argyleshire Scotland arrived in Toronto and were offered land at 5 dollar an acre by Sir John James Cameron who had already reserved grants to Eldon. They were assured that they would find plenty of provisions at Beaverbrook and not all what we might be at that place by way of Kings Street and Lake Simcoe. Beaverbrook they found was the residence of Simcoe and here they had to live for several days on maple sugar Simcoe was equally feeling short of food and children had to live in Bunny tents, made of blankets, while the men under the guidance of Kenneth Campbell went deeper into the forest to locate their lots each might log enough to make the families were transferred to

Big Peter Cameron's settlement, where they found some small cow potatoes. Finally in early autumn three and more were located in from Newcastle at considerable expense. The new settlers moved in upon their respective holdings. The members of this contingent were the families of Malcolm, the McIntyres, Campbells, and McDougalds and one McFadyen who had come from Perth by way of Glengarry

At first they suffered great privations from the scarcity of food. Their first need to be carried on a man's back from Stonebridge. At least miles away where a milling named McFadyen had a small mill Sometimes they pounded the corn into corn and wheat to make it and take off the hard shell. Fish were one methods would chew roots into a pulp and then give it like pottage relish to their children. Malcolm Alpine brought in the first cow having the winter and others follow ed next year. In the spring leeks were gathered in the woods and used in soup.

In 1829 a man named Calder put up a mill at Beaverton which, something to add early customer crushed corn and squeezed wood Then on way to clearing, some of the small which grew thick when it we those new lowns and the bread made was noble black. Enough not unpalatable

In 1822 and 1826 a few more settlers entered Eldon These were the Fergusons, Finns McMasherons, Reuses Smiths and others. These in 1821 53 a greed many persistent took up land in the township and moved in. Amongst these to the north were the Ashburns Bradys Brimleghams, Driscolls Dunns, Keates, Lyons Mavins, Malones, McCallas, McKeowens, McGuires McIntyres, Philips, Rivers, Thornburns, Thorntons and Uncles Further north were the Campbells, McKenzies, McCredies McKees Messers, and Munros Alexander Munro was the first settler on the site of Minden

A little later several families who had emigrated from the island of Islay Scotland to North Carolina, removed in a body to Canada and settled in Thorah and Mara. Among those locating in Eldon were the McLaughlins and Angus Ray who later became the first township clerk.

The early settlers as we have seen, were predominantly Scotch. Later immigrations of English and Irish have tended to disrupt that homogeneity yet the Scotch have still a clear plurality over all others The census of 1911 gave the following figures —Scotch 1240, English, 815; Irish 837 Their denominational groupings were as follows —Presbyterians, 1023 Methodists 646 Roman Catholics 370 Anglicans, 106

Roads and Railroads

The earliest roads were blazed trails and wagon tracks that wriggled towards their destination along the path of least resistance. In each a whole day to drive with an ox-cart from Lorneville to Beaverton, but today a railway line carries the intervening eight miles in a few minutes Al first supplies were secured from Cameron's store in Beaverton but preference soon turned to Purby's Mills, now Lindsay which began to develop 1836 The main route lay east to Cameron's bay and Cane south to the 4th Fenelon Road. The village of Cambray sprang into existence chiefly through its being an eligible though diminutive mill-site on the main highway from Eldon to Lindsay

The first rut way in Eldon came in 1871, when the line from Port Hope already completed to Lindsay in 1857 was extended through to Beaverton. This road cut across the southwest corner of Eldon passing about two miles north of Woodville in the following year another line, the Toronto and Nipissing, running from Toronto to Coboconk, in Bexley passed through Eldon entering just west of Woodville passing north through the township as escarpment by way of an old river valley opening at Argyle and leaving the township at the northeast corner. Eldon gave this latter railway a bonus of $44,000 The gift was beyond municipal means yet the development brought about by the new facilities for transportation ultimately justified the gratuity A third railway, the Canadian Pacific from Port Mc'Nicholl on Georgian Bay to Bethany Junction in Durham County was built through Eldon in 1912 Entering from the west on Lot 17 Concession X it crosses the great escarpment as far east as Balsam Lake Station then slips south through another valley gap to the 6th and passes out into Mariposa eastward at Harlsey

Record of Municipal Institutions.

In the early days Mariposa and Eldon were linked together as a single magisterial and militia division but each held separate township meetings. In Eldon these meetings were called once a year by Henry Roach, who had been made a magistrate. The first taxes were collected by John McAlpine, and amounted to thirty dollars The first assessors were Colin Campbell and Donald Chas Alexander

Campbell represented Elden on the first council of the Colborne District, which gathered in Peterboro in 1842

Municipal Institutions as we now know them were not up to 1850. The first township council included this following:—Reeve, Israel Ferguson; Councillors Archibald McFadyen, James McPherson, William McCredie and Neil Smith. The officials appointed were as follows:—Clerk Angus Ray Treasurer Donald Smith Assessor Duncan McIlraith; Collector John McKenzie; Pound Keeper Donald McLaughlin. Of these only Mr McLaughlin could write his name, the others signing his declaration every witness his own signature in full in entering a record in these pioneer times.

At first the council meetings were held in private houses. For several years the house of James McPherson was a favourite rendezvous. In 1846 instead of Brunswick No. 1, which became a township of Scugog, Reach and in the following year a room was rented for One Pound at the house of Archibald Kerr's Inn. Subsequently in 1850 the more formal comedic system was resumed. After 1851 Woodville became the council's regular headquarters.

The population was 981 in 1851 and had risen to 1842. By 1881 the township, including Woodville totalled 3482 and by 1900 had increased to 3485, a striking similar to that in the sister townships. In 1886 the assessment was 672 941 with the rates, local and purposes 4283 th. The assessment of Elden and Woodville was 81 habitat in 1881 and 82 6th 867 in 1901

The Early Kirk in Elden

Long before any churches were built the early settlers held religious meetings in their houses. The first to organize these conventicles was Archibald Sinclair A man named Gunn who came from Thorold also took an active part in these early meetings

After a few years independent missionaries began to come in One of these was a Rev Mr McPhail of Scandenah The first regular minister was the Rev John Mallarchy of the Established church of Scotland. For some time he had to preach in houses and barns, until a church was built on a lot in two that had been donated by Mr Gunn which was donated by Squire Cameron McMurchy soon married and his parishioners then built a manse He died twenty years later By the eighties his old church stood empty a bone of bitter contention between the Established Church and the Canada Presbyterian Church.

Village Centres of the Township.

Elden has a number of small villages, but here as in Manvers the elements of growth have been lacking. Woodville, Lorneville, Argyle, and Kirkfield are all on the railroad but all are entirely without water-power or even sufficient water for ordinary steam needs. Bolsover which once boasted limited water-power from the Talbot

Rivet is four miles from the nearest railway station (Bingham and Hartley have neither given nor contingent railways. It is through an accident that the village has had two names

Woodville, on the Marlpeau boundary and partially within that township, is an interesting village with a population of 800 in 1426 according to the assessment rolls in many cities the locality was known as Irish Corners. The first store here was kept by John Campbell who was known from his religious persuasion as John the Papist. The first blacksmith was Alexander Stewart who lived on the Marlpeau side of the boundary. Campbell's store was later rented by two Morrison brothers who added carding and manufacture of woolen to their business, other stores, and the inns table tavern grew up around the "Corners." At first the nearest Post Office, known as Melbourne, was located a mile to the east, but in the fifties it was moved to Irish Corners. The name of the latter hamlet was now changed to Woodville. John Ramsay became the first postmaster in the village proper and retained the office until 1867 when he was succeeded by the first Dominion postmaster as Liberal member for North Victoria.

In 1858 Woodville was made a police village, administered by elective commissioners. The councilmen were in 1861 were Peter McLawsen, William White and Roger ck Campbell in chief industries of mill and a saw and door factory. Some years was the sole active power but in those years a grist mill, two foundries a chrome factory a plow The village had also a Town Hall, a look-up, three hotels, one a temperance hotel of Manse and merchants shops a weekly paper the Woodville Advocate, which is now defunct. The earliest was started in 1877 by Messrs. Henderson and Cave There were also two churches, a frame Methodist church accommodating 350 and a brick Presbyterian church built for $12,000 in 1877 with a seating capacity of 1850 and has since declined great excitement prevailed in 1877 when it was proposed to change the village's name to Otho. A further motion was taken

Lorraville is a village of 150 persons of the junction of the old Midland and Toronto and Nipissing railways two miles north of Woodville It owes its existence to the railroad and some of its population consists of railway men and their families An there have been no other stimuli to growth the village has remained static for half a and a hatchemaker The name is doubtless a compliment to the Marquis of Lorne, son of the 8th Duke of Argyll, who was governor-general of Canada from 1878 to 1883

Argyle is on the Grand Trunk railway about two miles north of Lorraville its name commemorates the Scottish shire from which Episcopalians was Scotsville The present population is somewhat

less than fifty The business centre comprises a general store a black-smith and two carpenters.

Hartley is a hamlet of about two hundred inhabitants situated on the Talbot River some four miles west of the railway The village was founded by D McRae Esq who built mills here in the fifties. In 1883 it had a grist mill a sawmill a carding-mill and a shingle mill, as well as several taverns, (including the manor house) a store, a post-office, and a Presbyterian church The hotels of Dunnville, Port Rowan, and the other towns of the railway have however brought their trade to a considerable extent, and its former importance is now passed into its speedy decline, and its former inhabitants to a great extent have departed.

Kirkfield has a population of about three hundred It lies in a valley at the intersection of the Portage Road with the main road from Peterborough to Cardiff, a distance of the Crookedriver division of the G T R situated about five miles to the north Alexander Munro was the first settler on the village site but it is to John McKenzie that the honours, William Alexander Esquire and John Dick that chief credit for its present progress is due. A generation ago the McKenzies operated the only carding mill, a grist mill, a post and planing mill. All these mills were dependent on water power The McKenzie brothers have since built large grain buyers and dealers in telegraph poles, posts, and railroad ties William McKenzie, Peter Sir William of Canadian and railroad fame, was one of these brothers and served his apprenticeship in railroad contracting on the local construction work with the Toronto and Nipissing Railway

Other businesses in the village were the general stores of A C. Mackenzie, M Perry & W Stabler and J Neill, the waggon shops of Alex. McArthur and Wm King the tinshop of N Emmeler and W A McCrae, the harness shop of Albert Hadfield and R. D. Wright the butcher shop of Robert Boyle the smithy of Alexander Fraser and the tailor shop of Henry Cruchett.

The inexperience of the northern forests and the consequent lack of cheap fuel made steam-power mills impracticable with those industries in Kinkfield in the early days. A business directory of that date gives the following list of the trades of the village as it now remains — Two cabinet-makers, five carpenters three merchants, two butchers, two bakers, one tailor one harness-maker one merchant-tailor one painter one barber one tinsmith one veterinary surgeon, one doctor and one druggist.

Hartley is in Irish Methodist hamlet in the southeast corner of Wilson and Glenelg of Mardrombaille a Scotch Presbyterian village half way in the Fenelon boundary Nakhar has ever succeeded fifty in population.

Either township has thus no lower land seven villages but in every case factors necessary for expansion have been lacking The power of Hydro-Electric power is nowhere near Woodville will doubtless of possibilities, but the cost of power transmission the less assigned possibilities, but limited neighborhood the competition of Fenelon Falls to markets beyond a limited neighborhood the competition of immense urban corporations, rob our unfavorable banking system will all render problematical any great industrial development. Wind-

ther such growth in always desirable is a matter for debate. It is sufficient here to note that this fine body of land in many communities depends for less on chance or local enthusiasm than on definite scientific laws

(E) The Township of Fenelon

Fenelon Township remains to be in name of Francis Fenelon, the famous seventeenth-century Archbishop of Cambrai, France. Its parts assume no however that the township was named after the Arch bishop's elder brother, who was a Sulpician missionary and explorer in Canada and founder of the mission at the foot of Lachine Rapids.

The municipal area of the municipality is about 168 square miles, but much of this is made up of the water surfaces of three lakes, Sturgeon, Cameron and Nelson. Sturgeon Lake in shaped roughly like a head human arm, with the elbow pointing southwards towards Opo the long fore-arm stretching eastward through Verulam to Somerset and the shorter upper arm extending north through the eastern concessions of Fenelon towards Fenelon Falls. The Bongo River flows in at the point of the elbow and is joined near the de butchure by McLernon Creek, a smaller stream that flows eastward through South Fenelon. Cameron Lake lies a mile north of Sturgeon Lake and twenty-three feet above it. It is shaped somewhat like potato, four miles from north to south and two from east to west It is drained into Sturgeon Lake by the Fenelon River and is reinforced at its headwater and by the united waters of the Balsam and Farrel rivers The former flows from Balsam Lake a mile to the west and the latter from far to the north and northeast in Haliburton County. The two rivers mingle their waters just before entering Cameron Lake Balsam Lake may be compared to a water head, with the long marsh pointing northward as South Bay, two long bays pushing up into Northwest Bay and the Hall Estuary and the neck half represented by West Bay It is a large lake and only the west shore projects down into Fenelon township.

It is of interest to note that there are three small bodies of water each known as Goose Lake, all of near the south, west and north boundaries of Fenelon respectively The first is near the mouth of McLernon s Creek and about the same width at Lindsay This shallow pool was originally marsh land but has been made partially navigable by the building of a dam at its outlet. The second Goose Lake lies two miles north northwest of Cambray village in the deep northen hocked valley of no ancient proglacial river The third is just north of the mouth of Farrel River and is a small tract of flooded marsh

The land surface of Fenelon is more uneven than in Ops and becomes increasingly hilly towards the north The chief elevations are named and extent of portable sand The soil is best in the south east and the whole southern half of the township is of fair average value. Towards the north however stone-cating hills and swampy depressions are more discouraging to agriculture

Early Settlements in Fenelon.

Fenelon was surveyed about 1822 but general immigration did not commence until more than ten years later.

The earliest settler was Angus MacLaren who, many years before any formal locations were made squatted just north of the creek which still bears his name. MacLaren had a wife and four daughters and ultimately took some 1400 acres in this neighborhood. Much later than MacLaren but still early in the settlement of the southern townships, were the Edwards, Weldons and Tompkins. The heyday of MacLaren's Creek was in 1845 when Squire Hemmi of Lindsay brought in a contingent of French Canadian lumbermen and cleared out the stream and its banks so that the largest squared timber built on it brought all she floated down the Trent System to the St. Lawrence and Quebec.

Most of the early settlers in Fenelon came in by way of Peterborough, Lindsay six miles to the south and Bobcaygeon on Cheese Lake and the rest of the way by rowboat or canoe across Cheese Lake, Pigeon and Sturgeon Lakes.

About 1822 John Langton settled on the east shore of the north arm of Sturgeon Lake on the modern Graham farm. Langton was an M.A. of Cambridge University and a man of exceptional ability. He therefore not surprising that he became District Councillor for Fenelon in 1842. Warden of Colborne District in 1847, member of parliament for Peterborough in 1848 and in 1849 an Auditor-General of Canada in 1860.

In the summer of 1822 William Jordan, with his mother with and four children became Langton's neighbors on Lot 16 Con. XI Maisetrsie George A. Jordan of Minden is a grandson of this William Jordan. Other early settlers in this neighborhood were Jessen Cook, W. Palmer and D. S. Willmot. Most of the pioneers in the Sturgeon Lake area were Protestant Irish, who had sought Canada after the passing of the Catholic Emancipation Bill in the Old Land.

In the centre of the township, however, a different nationality was taking possession. As in 1842 Isaac G. Haynes and Thos. Haynes merged east from the Scotch settlements in Eldon into the dense swamps and woods of Fenelon there, soon Lot 26 Concession 9 they built their log cabin. Many Scotchmen, the Mathews, Browns, Gilchrists, Murchisons, MacNeils and others soon followed and the central and western parts of Fenelon are dominated by Scotch Presbyterians to this day.

Later than Scotch and Irish and much more numerous than either came an immigration of English Nonconformists who located chiefly in the neighborhood of Fenelon Falls.

The census in 1881 gives the following analysis of the township, —English 847, Irish 683, Scotch 838, Dutch and German 84, all others 42. The religious groupings were —Methodists, 1,184; Presbyterians 884, Anglicans, 764, Baptists, 249, Roman Catholics 74, Mormons 71, all others 141. The census did not state whether

the seventy-one Mormons constituted a single household.

Lots around Cameron Lake was granted in early times to Duncan Cameron, a Toronto banker and Family Compact politician from this circumstance note the lake bas taken its present name The actual pioneers, however to whom the credit is due for the pleasing and picturesque settlement of this locality were John Bellsford John McIntyre Thomas Hope and Samuel Segee James Humphrey and Robert Donaldson. who became County Judge at Peterborough in 1846

The Village at the Falls.

At the southwest corner of Cameron Lake its waters launch in a considerable river Hundred down twenty-three feet over a limestone cliff and then bolds and spanned through a rocky gorge in Sturgeon Lake half a mile distant. The established village and the banks of this cataract an less table mill site and ultimately a village site known first as Cameron's Falls, and later as Fenelon Falls

According to the Ontario Domesday Book Lot 23 in Concession X which includes the falls itself and the heart of the modern village was patented to the Hon. Duncan Cameron Lots 22 24 and 26 Con XI (southeast of the village) were granted to the Earl of Mountcashel and Lots 21 22 and 21 Con X Lots 21 and 22 Con IX and Lots 21 23 and 25 Con XI (all adjacent to the party included in the present village) were deeded to James Wallis and Robert Jamieson

In 1111 Wallis and Jamieson added Cameron a lot to their holdings and built a grist mill on the left bank of the falls almost at the mouth. road bridge The stones for this mill were brought all the way from Toronto on sleighs in the wintertime

In 1814 in three establishment was consolidated and separate grist and sawmills were built on the same site In 1851 the first steamboat of the Kawartha lakes the Woodman of Port Perry arrived in Fenelon Falls on her maiden trip. The builders Jamieson Wallis and the "Ogemah" built at Fenelon Falls in order to carry the lumber to Port Perry whence it was towed in Port Whitby At the launching of the Ogemah a great celebration was held and a free banquet furnished at Wallis's expense to the population of the immediate neighborhood.

This feast was perhaps a minor undertaking, yet a real village was beginning to take form on the east bank of the river The growth of the existing and flourishing business called for more hands That first blacksmith Jeremiah Twomey who was later a prominent citizen, and a considerable landlord arrived about 1850 In that year James Wallis opened an e store and a man named Cosmosh built a log tavern on the site of the later McArthur House man the modern locker. There was also a good One in charge of William Fowler and an Anglican church and parsonage

The first Anglican incumbent, the Rev Mr Fidler was a tragic death He used to hold occasional services at Wilfrid Settlement now Dunsford south of Sturgeon Lake and would be rowed thither a six hours of the miles, by two of his parish men. One Sunday the little party had returned from such an expedition and had portaged above the falls on the south side, preparatory to crossing over to the parsonage which stood on the north shore a little further up. The row-boat was set in the water and the rector and one of his canoemen climbed into it. The current here just above the falls was very swift, but each he negotiated with care and hard muscle. While the rector was holding to his seat his companion left the boat for to shore by seizing some juniper branches. But these broke through and the canoe or a misunderstanding of orders to let go too soon and the boat swung out into the current the parishioner was unfamiliar and could not adjust the oars in time. Wilfrid before it was too late. With a cry that could be faintly heard above the roar of tumbling waters they were swept over the dam and the canoe and its load, where their boat was shattered into kindling wood. Their bodies were found next day in the pool just below the falls.

As late as 1891 there was only a narrow trail through the woods down the modern main street, and Wallis now had it cut in full road width. Indeed it was taken from his lumber mill and a couple of slabs over will gravel fit ash Jamieson also had the left bank of the river surveyed and plotted into village lots in 1884 Wm. Mason opened the Union House, and Mr. Lawrence Nordi. Fitzgerald opened a store on Colborne street and the village grew steadily by the arrival of tradesmen and mechanics until 1889 when the mill burned down.

The mill property was then bought by one Sutherland Stagner and by life for a long time, to the great detriment of the village. Then it was leased and later bought by R C Smith of Port Hope and a Mr Waddell of Cobourg. The new mill built by Smith and Waddell brought immediate prosperity to Fenelon Falls. A growing trade in lumber centred there. In 1872 there were three large mills, those of J D Smith and Company at Pillsbad and Mowat and of Greene and Miller whose annual cut of pine alone totalled nine four and five million feet respectively

In 1872 the Victoria Railway began to build south from Lindsay and its advent was a further stimulus in the growth of Fenelon Falls In 1873 the late Mr H. D Hall who had founded the 'Lindsay Advocate' in 1866 and the Bobcaygeon Independent Allison years later now launched the 'Fenelon Falls Gazette' a weekly newspaper of Liberal proclivities The Gazette after forty-eight years of existence still carries on its present publishers are the Hodson brothers, formerly of Lindsay

Incorporation as a village came to Fenelon Falls in 1878 The first Village Council was composed of the following —Reeve J D. Smith Councillors J W Fitzgerald Joseph McArthur William Jordan and Richard Jackson.

Peterloo Falls had long been the upper limit known for navigation on the Kawartha Lakes but in 1852 the Provincial Government at last agreed to build locks and a short stretch of canal by which to reach the upper lakes accessible. The engineers did not attempt to lead the canal up the natural watercourse but cut out their channel through the steep limestone bank to the north of the falls. Mr. A. F. McDonald an American, made the lowest tender for the construction and was awarded the contract. The first blow was struck on October 17, 1882 and the first rock blasted nine boys later Viller rather than discretion, marked those operations and large masses of rock rendered into dust huge hundreds of yards away. The locks were to be two in number, thirty three feet wide and 134 feet long, with a lift of 34 feet. The call for the lower lock was to be thirty six feet deep and for the upper lock twenty we feet deep. The canal from the upper lock to Canerow Lake was to be sixty feet wide and twelve feet deep. The new public work was opened for navigation in the summer of 1885 — the same year the Peterloo Falls reach the peak of her prosperity. Her population was then 1812 and has since declined steadily until in 1929 only 837 inhabitants remained. The wane of lumbering in, no country to the south has meant the decline of Peterloo Falls, for it was chiefly as lumbering that she has grown. The completion minus for lake trade. Electricity has not been a help as well as one of it in transmitted elsewhere — the Hydro Electric Commission's Central Ontario 44,000 volt circuit passed it by, although industrially of its immediate neighborhood A rental directory records the considerably with two flour mills two sawmills, a wool lumbing mill, a woollen mill, four hotels, six churches and about twenty stores The fall in of the village would now seem to be dependent on summer tourist traffic and for it was mainly on the economic services that it may render to the country districts near by

The chief racial components of the population in 1911 were — English, the Irish 341 Scotch 184 Irish French 69 Other combinations at that time were made up thus — Methodists, 384 Presbyterians, 284 Anglicans 196 Baptists, 141 Roman Catholics 89

Farm Villages and Summer Villages

There are few other villages in Peterloo Cambray built chiefly of Lots 1 and 2 Concession I on the main road from East Elton to Lindsay was so named because of the mistaken idea that the town ship had been named after Frances Peterloo the Archbishop of Canterbury Its population is largely made up of retired farmers among whom Scotch Presbyterians perhaps predominate. A small mill-stream, which runs through the village, was probably the deciding factor in the choice of its site but its industries have never developed greatly and its population has seldom exceeded two hundred and fifty In February 1888 all was struck near here as a depth of 250 feet but its development never progressed in recent years but

nnn rnh nocr ation have been carried rr lonlly by three general stores, r mill rrr by A. A. and J. Parr four miners, three contractors, three blacksmiths rne cheesemaker one thresher rne hatmaker rnh one boctor

Cameron, four miles east by north from Cambray is a much smaller village with a station on the Hobkirton Bridge of the Grand Trunk Railway Line Cameron Lake is named after Duncan Cameron, rr early Toronto banker The neighborhood is chiefly noted for its rnerrres epidemics of tobercolosr rnher rrvirrr forms during the past eighty years

Sturgeon Point with Pleasant Point are summer villages The former is incorporated with r rar-rr it of 141 an assessment of $141,811 In summer these cottage communities on the opposite shores of Sturgeon Lake are thronged with rrnn residents rr winter rr is deserted From the earliest times the lake has been a favorite resort for pleasure and amusement The Point years r largely rnhabitous for 1841, righty years ago All pioneers rr first regatta here was held in 1842, righty years ago All pioneers rr that occasion has passed away the strong arm of Mr Wetherup has ceased from his labours and his last act rr taking off his coat He was a expert from his boyhood and his arm had then plenned not his name powerful swimmer but with his r rnnd thus plunged not his name a head rr orrd Thirty rrve years later Captain George Crandell of Lindsay The chief promoter of navigation no lonrr a resident of the possession of Sturgeon Point village and spent the greatrnnrn of his rrnrnrn rrr rr rnrnn that end In 1876 he built rrnnn $2,500 in developing rr rr rnrnn rnrnn rnrnn

tion and has since declined rapidly. In 1881 the township, including Pension Point, Pontefract and its inhabitants in 1909 the county records showed a total of 2586 a decrease of over thirty three per cent. The assessed assessed value of all property in the township and its village was in 1881 $1,318,810 in 1891 $1,143,810 or a little more than twice the earlier estimate However this appears to increase for 1898 also 1899 are in the ratio of $1 to $2 on that, on this basis the present assessment amounts to only $2,286,378 in terms of 1881 values

F) The Township of Verulam.

Verulam township is named after James Walter Grimston Earl of Verulam (1778-1845) who was brother-in law of Lord Liverpool, the nominal premier of England (1812-1827) and Canada's namesake. The township seems to be Grimston's sole claim to reputation for the people to take his name from him in any capacity of encyclopedia.

Verulam is bounded on the south by Emily on the east by Harvey township, (Peterborough County) on the north by Somerville and on the west by Fenelon. In plan it is a rectangle, ten concessions, or eight miles from west to east and some thirty two lots or about twelve miles from north to south. The east arm of Sturgeon Lake runs completely across the township, in the southwesterly direction. About two-thirds of the land area lies to the south of the lake and the remainder to the north. On the eastern end of Sturgeon Lake lies the natural link Pigeon Lake by two channels, one either side of a considerable island. The north is main channel is known as North River and the smaller channel to the south as Little Harvey an abbreviation of the native Ojibwayan itself a corruption of the Indian title for the shallow rushy in North River The name Bobcaygeon is now applied to the incorporated village which has been built mostly on the island each partly on the mainland to the north. About the centre of the southern boundary is Emily Lake a mile and a half in length and like a human stomach in outline. It is fed by Emily Creek which flows down from Emily township through a wide stony valley and is drained into Sturgeon Lake by the same stream. Other streams flow into Sturgeon Lake from the north, and two small streams divided from the others by a watershed actually run north west into the Pencils and Mud rivers respectively

Most of the township north of Sturgeon Lake is broken and rocky with an interspersion of shallow swamps The area south of the lake is considered preferable for farming but there is much farmland land along Emily Creek and a great cranberry marsh extending from Emily Lake eastward to Pigeon Lake. The timber in early times was chiefly pine with an intermixture of hardwood.

Survey by John Houston in 1861

The government survey of Verulam was conducted by John Houston and completed by 1861 The township was placed on the market

in 1852 but so much of it was entered upon by speculators that settlement was retarded for many years.

Long before the government survey an Indian trader named Billy McKeough had located on the site of Bobcaygeon village on the portage with the Mississaga Indians of the neighborhood. The muskrat of First Hogg also lived with the Indians here for a time and tradition states that it was a beaver skin for which he paid. Here they would place a hand on the scale to represent one pound and a foot to represent two pounds.

First Settlers Hunter and Bell

The first serious settlement of Verulam was in 1833 when John Hunter located in the southeast corner of the township and Wm. Bell near the Harvey boundary north of Bobcaygeon. In the fall of that year Jr. McFeeters settled near the Manly boundary and some Frasers and Mackinraws near the Pontiac boundary.

These pioneers, and almost all others who came to Verulam for the next fifty years entered from the east. They would come to Port Hope by ox-cart from Peterborough northwest to Bridgenorth over six miles of miry log-strewn trail. From Bridgenorth they would proceed by canal, river, lakes, portages to Chemong or Mud Lake and through the narrows at Oak Orchard into Pigeon Lake at Bobcaygeon. Here all baggage would be portaged but before the building of the dam the narrows and rapids would be poled up the rapids Sturgeon Lake was thereafter the first lake they proceeding further west.

In 1833 came Fermanagh Dickinson who had located in Harvey in the previous year and moved across the boundary and took up land near William Bell. Among these were the Grant, Murdochs and Mackenzies. William Jenkin John Stewart, and others settled in the north eastern of the township and Matthew Irwin on east agric from them.

Most of the land immediately adjacent to Sturgeon Lake was taken up by retired army and navy officers and by English gentry. On the north shore, the Vendrids, Wickams and Kenrick settled. In 1833 the Bryar in 1834 and the Burgesses in 1837. The head of the latter household was the Rev James H. Burgess, (1796-1884) who was an M. A. of Oxford and Rector of Fredericksbrough. In 1844 he retired from Verulam to Peterborough, where he edited the Gazette for several years. His sons James W. and Hartley Dashford, succeeded to holdings still on the north shore near Red Rock. The former was many times Reeve of Verulam while the latter was appointed Registrar of Victoria County in 1894 and died in Lindsay in 1911.

Along the south shore of Sturgeon Lake were the Dennens Frasers, Jones and Thompsons.

"Scotch" and "Military" Lines.

The "Scotch Line," between Concessions V and VI from Sturgeon

Lake south to Emily Lake was first settled in 1833 Early in that year Donald Andrew Fraser, a Scotch settler of Waterloo located here on the lake above Thad sams and was joined by a Highland Scotch gentleman of two single brothers named McDonald a MacNaul with a grown up son and daughter and Robert Robertson with six with four little children and a sister Two men had come in first to build log cabins leaving their families in Peterborough When the roads drying were nearly dry brought in his remaining of the party by one-ners to Bridgenorth and thence through Chemong, Stigwon and Sturgeon Lakes by stow They camped on the open shore of Sturgeon Lake on the night of October 28 1833 and the whole next morning to find the lake frozen solid. These three families settled on Lots 9 and 10 Concession V and Lot 10 Concession VI Robertson and the Mc Donalds had brought with same with them Irish cattle and by slaughter a cow to soon prepared their new dwelling for wells doors, benches and bedsteads from pine timber. Later Donald Donalds located along the same road Thomas Robertson, one son of the pioneer Robert Robertson settled on the south side of homestead

The road between Concession VI and VII was settled by pro sioners, the Lithgows, Mackinchs Grays, Hamiltons, and others and was therefore called the Military Line. The next line to the east was taken up by Irish settlements such as the Lecks, Scales and Middletons.

The area to the west of Emily Creed was taken up by first fami lies of Thurstons, three families of Bells, and the Kennedys McClelland Irvines, Flynns, and Sewells

The first white child born in Verulam township north of Sturgeon Lake was a daughter of Matthew Ingram. The first baby south of the lake was John Robertson, a son of Robert Robertson

The Mill Village of Bobcaygeon.

The virtual founder of Bobcaygeon was Thomas Need who in 1834 was granted 400 acres of land on and adjacent to Bobcaygeon Island as a bonus towards building a sawmill and a grist mill for the settlement. The sawmill completed with a single upright saw was built first and for some all the settlers. To the north and south of Sturgeon Lake, and to take their grain by a trail south from the Scotch Line to Wm Cottingham s mill at Metcalfe. Need when Need did add a pair of grinding stones to his equipment de still went with and a bolt for a long time He opened the first store in Bobcaygeon and was also the first postmaster The government had reserved and surveyed a township on the north bank of the river but the milling will, entrepreneurial enterprise, had already laid out and lots platted on the island by John Read and the village of cedar complete parts of both sides He sold out his interests in 1846 to Messrs Boyd and left the neighborhood never to return

Other sillsmen of Bobcaygeon in 1834 were Campbell Sawyer on the north side of the river and two men Forrest and Long by name

who lived in log cabins at the head of the island in 1834 John Henry Taylor and Charles Bailey came to the island with Forrest. Henry Taylor married Jemmy McConnell held the first licensed house of the village (erected on the north side of the river) and opened it as the Travellers' Home. The existing, of the Bachelors' Inn in 1841 included this tavern from the materials and a more satisfactory building was therefore erected on the present Rockland House site.

Edward Dale opened the second store in Bobcaygeon. Later businessmen were E. T. Harlow, W. McComas, W. H. Bond, J. T. Robinson, and J. H. Thompson.

A lock at Bobcaygeon was redundant or nearly so in 1834 by Messrs Fowler Dumble and Hoel contractors for the prospective road between there and Lindsay. The specified route of the country and the original road of 1837 kept the work in check but it was completed by 1840. Thomas Need was at this time one of two Commissioners for superintendent of the improvement of the section of the Lindsay-Bobcaygeon Road. Mr Francesco Mesmon Poyn also took an active interest in the consideration of the Trent system and where other denizens of agents by government began in the settlement by consular further mentions he and a valuable report prepared at his own expense. The Bobcaygeon lock has been rebuilt in 1837 and in 1925.

The first divine service of Bobcaygeon was represented held in McConnell's tavern by the Rev. Mr. Edwards, a Baptist minister from Peterborough. Sunday school was carried on in Forrest's log cabin on the island. The first Quarterly Board of the Methodist records in May 1840 has members of George Dick Thomas Taylor Hurst or May 1840 has members of George Dick Thomas Taylor Hurst or May 1840 has members of George Dick Thomas Taylor James Bayley and James Thomson. The efforts of this Board and of the Rev. John Dowler these quarter proceeded. In erecting a frame church which was opened in 1842. The roots were plans benches and the means of the mission which regular This church has since been extensively remodelled in 1858, in 1870 and in 1925.

The Methodist are the strongest denomination in Bobcaygeon, but the Anglicans and Presbyterian do not lag far behind. The religious section of the 1911 census gives the following figures: Methodists, 628; Anglicans, 316; Presbyterians, 256; Roman Catholics, 116; Baptists, 34.

Bobcaygeon Since Incorporation.

Bobcaygeon became an incorporated village on January 1 1877. The following citizens constituted the first Council:—Reeve, W. B. Reid; Councillors, Charles Reinfield, J. L. Reid, E. Bottum, Alex John Kennedy, J. G. Edwards; Clerk and Treasurer, A. Village Hall of red brick was erected at a cost of $3000.

The population of this time has been estimated at about one thousand. Local industries were flourishing. There were sawmills, a shingle mill, carding mill, grist mill, and a tannery. Lime was prepared on an extensive scale, two kilns turning out one hundred barrels of lime daily. There were also quarries of lithographic stone

shoal lines coming from the village. Petroleum deposits had been located in 1866 but a company formed locally for its development was unsuccessful.

A weekly paper the "Independant" had been begun in 1870 by R H Rand who had founded the Advocate to Lindsay in 1853 in 1873 Rand removed to Preston Folly and there established the Gazette. The Independant's first Chairman takes over by C H. Stewart who, aided by his daughter edited the paper for many years. Mr A Warren has been a more recent publisher

For many years Robertson's carriage handicap was isolation from the older world. The village was eighteen miles from Lindsay by road and still more remote from Peterborough. Railroads were late in touching in and quiet villages like Fenelon Falls and Coboconk had their services thirty-five years before the first locomotive entered Bobcaygeon. In rumour circles much was heard of Sir Sandford Fleming or Hedgeworth but in winter the village was seemingly away by the frozen lakes. There had, indeed, been attempts at railway-building. In 1874 the Colonist, Peterboro and Marmora Railway planned to extend their line to Bobcaygeon and Fenelon Falls but the corporation was already bankrupt and the proposals came to nothing. Then in December 1888 Twelve Victoria County men: Messrs. R. of Fort John Petrie John L. Reid George Rich and Wm Mandler, Bill of Bobcaygeon and Messrs. J S Kirkham, W McDowell, W Playter, C J McIntyre John Dobson John Kennedy and John Macdonald Bill of Lindsay) applied for the incorporation of Oliver for a charter for a Bobcaygeon Lindsay and Pontypool Railway. This charter was granted on the 6th of March, 1889 with a subsidy of $50 200 voted (two months before? A further grant of $18 840 in the next session of parliament was in progress but the deaths of Adam Hudspeth the member for South Victoria, and of Sir John A. Macdonald who had been acting Minister of Railway and had transacted all business with the new Company disappointed the directors Then the township of Dysart proceeded to choose by-law and the railway project ultimately succumbed to dry rot. A more ambitious enterprise was launched in Peterborough in 1901 when a number of citizens headed by Hugh Hershaw of Cobourg and Peterborough and Scott Sic Marie Railway which was to pass through Bobcaygeon on its from run sorth to norwa? However the company could not secure even a charter from the Abbot administration and the whole scheme evaporated. It was not until 1904 when the Canadian Pacific Railway completed a branch line from Peterboro through Lindsay to Bobcaygeon that the Verulam village was linked up with Ontario's rail transport system. The advent of the railway was too late to establish prosperity in the face of depleted forest resources and an adverse banking system. The population, which long was stable at over 2000 thousand, had dropped by 1926 to a scant eight hundred and forty-four Summer tourists however, now was under lonely sash still Bobcaygeon thrives in numbers and enterprise as the village's advantages of its village become more widely known

Slow Development of Verulam.

The township proper developed very slowly because of the rambling land speculators and absentee land-owners. In 1836 for years after settlement Fegus Chase were only 90 householders in the combined area of Verulam and Harvey River. This found less than twenty miles of waggon road in all Verulam. The land speculator was the curse of the township, more than matter of all other townships in Victoria.

On the introduction of municipal institutions in 1850 Verulam was associated with Fenelon and Bexley for administrative purposes. The first Council comprised the following:—Reeve, John Langton, Councillors James W. Dunsford, William Cuddaby, Samuel Brock, and James Thornton. The Clerk was William Fowler, the postmaster at Fowler Corners.

The racial constituents of Verulam in 1911 were as follows:—Irish 1679 Anglican, 1281 Irish Roman Catholic 573, all others 93 As for Fenelon, the Methodists were in the ascendant the figures being as follows: Methodists 990; Anglicans, 924 Presbyterians 870 Baptists, 189 Roman Catholics 99 Jews 3 The rank of population was 2233 increased in 1881 The assessment rolls of 1920 show a reduction in 1920 The present valuation of the township is $1 000 000 or almost equal to that of Fenelon.

Some Verulam Hamlets.

Verulam has no other villages nor will consequently be Bobcaygeon, its size

Dunsford on the C.P.R., on and adjacent to Lot 9, Concession III, has a population of about forty The locality was once known as Sheriff's Corners and also as Wilcock's Settlement but was later renamed in honor of the Dunsford family The first Methodist church here was built in 1860 This was replaced in 1880 during the pastorate of the Rev W. H. Hinson by a new sanctuary at 2 60 brick A modern directory credits the village with two stores, two sawmills, and a cheese factory An Agricultural Society lives deep in the countryside among the rolling hills east of Dunsford.

Fairbairn, Red Rock, Sandy Point, and Thurstonia are rural post offices. Fairbairn is situated on Lot 28, Concession VI in the northeast of the township and is named after Charles W Fairbairn, a Verulam farmer who represented South Victoria in the House of Commons from 1896 to 1900 Red Rock post office, on Lot 15, Concession V a mile north of Sturgeon Lake, derives its name from a massive and striking promontory of red granite which pushes up through the prevailing limestone strata on Lot 15, Concession IV a little to westward Sandy Point is part of Sturgeon Point on the north shore of the lake Thurstonia is a summer resort on the south shore and so called after the Thurstons, who have been numerous and prominent in this part of the township

Ancona Point is a station on the C.P.R. 'cut' way between Pembroke and Renfrew. It was built to serve 'Scotch Line' and was to have borne that name, but one or two local men held stubbornly by conceptions of their own and the C.P.R. finally settled the dispute by adopting the present Italian title, which is utterly without relevance to any aspect of any part of the township.

Chapter III

An Agricultural Transformation

The past history of the six southern townships, Emily, Ops, Mariposa, Verulam, Fenelon and Eldon and especially of the three first named has been closely bound up with the cultivation of the soil in its cleared condition. The history of South Victoria is the history of agricultural development in a forest area and any attempt to deal with town and village life in the neglect of this fundamental aspect of the region will falsify the true meaning of our desired goals of local history.

The agriculture of the country under discussion falls into two approximately equal periods of development. From 1828 to 1871 was the era of pioneering when the domination of the forests still absorbed most of the energies of the people. From 1878 down to the present may be seen the true development of modern mixed farming along certain fixed lines and in accordance with certain formative factors.

A first impression of the changing aspects of agriculture throughout its century may be had from the subjoined table of statistics. The figures for 88[illegible] which represent the pioneer period have been worked out from the census and the Assessment Rolls. The data for 1888 1898 and 1926 are obtained from the annual reports of the provincial Bureau of Industries, established in 1882. The statistics chosen have been carefully compared in all respects with those of the harvests in adjacent years, and in each case have been found to belong to an especially favorable season.

Victoria County Crop Statistics.

Products	1888	1898	1926	1926
Fall Wheat, bus.	838,339	272 722	287 718	221 580
Spring Wheat, bus.	none	788 888	185,888	846 333
Barley, bus.	5,188	988 888	475 372	387 768
Oats, bus.	838 738	1,840 838	2,076 788	2 728 824
Rye, bus	8 888	88 888	88 888	23,808
Mixed grains, bus	none	none	none	878 888
Corn for fodding, bus	8 827	38,880	88 788	7 888
Fodder corn, tons	4888	8888	28 327	87 587
Hay and clover, tons	8 888	31 188	88 888	71 283
Alfalfa, tons	none	none	8888	3,852
Flax, bus	none	88	none	8 888
Buckwheat, bus.	823	8 780	38 888	128 888
Peas, bus	87 888	288 888	888 288	70 480

AN AGRICULTURAL TRANSFORMATION.

Beans, bus.	none	2,394	5,662	1,824
Potatoes, bags	126,152	854,827	340,120	312,580
Turnips, bus.	48,673	1,021,968	2,119,116	1,578,88
Mangels, bus.	252	326,400	438,262	301,400
Carrots, acres	none	76	none	17
Sugar Beets, bus	none	none	none	14,466
Hops, acres	none	none	none	none
Horses	1,914	16,961	23,776	12,870
Sheep	18,517	38,152	46,218	28,180
Cattle	8,282	40,823	42,664	23,796
Swine	6,716	18,138	23,858	29,947
Poultry	[illegible]	156,806	182,586	126,691

Comparisons and Conclusions

It will heighten the comparison of these figures when we consider that in 1860 the rural population of South Waterloo was about 8400 and that in 1920 the farming population in this same area totalled approximately 8725 in other words, the number of people on the land has year and in 1850 were almost exactly equal. The farm crops for the two years, however, form an amazing contrast, whose explanation must be sought in the conditions of the times. In 1850 virgin forest still covered the greater portion of the land. The area under crop was 19 per cent in 1850 and in 1920 156,402 acres, or more than ten times as much. The farmer in the fifties was glad to have cleared sufficient land around his cabin to enable him to sow enough wheat, oats, potatoes and turnips (too stable) for himself and his stock. Other crops were almost unknown. The chief exports were no doubt ashes from the new cut and burn lumber and barrels. The wheat product was secured by hoeing the wood ashes that were plentiful in times when scarcely to clear the land were after acre of the finest timber would be burned down in order to grow and live! In 1842 there were 1021 potashes in Upper Canada. The potash from Eldon township was at one time graded as the best on the Montreal market.

When we turn to the progress for the shorter period of agricultural history we find the countryside given over exclusively to farming. The increased acreage included more pasturage, was 254 and down to 1852. By 1920 this had increased by only 35 000 acres Modern farming was then already definitely established in the former year.

The figures as a test do not however show a steady increase development in every line. Some crops once highly favored are now neglected and others, as shown forty years ago, are now looked upon as essential. It will be not unsatisfactory, therefore, to take the products item by item as they appear in the statistical table and consider the increase or decrease of each during the seventy five years. The farmer in the production of any major crop has some definite explanation. Most of these alterations in farm products are due to the increased complexity of modern farming in the discovery that certain crops are not suited to this county and to the loss of certain markets

Fall wheat, the first cereal listed, has maintained its position fairly well. The crop of nearly 50 per cent. in 1932 is due to the attractive prices then current. In 1933 low wheat had gone for $1.01 the bushel by 1934 I had dropped in fifty five cents. A later recovery in prices has brought the cultivated back nearer to its levels. Fall wheat is, however, only a semi-staple crop.

Time has proved that spring wheat is not a paying crop in Ontario, and final peace yield was less than one-fifth of the crop of 1932. It is probable that the next generation of farmers will discard it entirely.

Barley was formerly grown for malting and shipped extensively to breweries in the United States. An embargo against Canadian barley caused the first falling off. The diminished crop of today is used largely for fodder.

Rye flourishes on a sandy loam and as most of South Victoria is a heavy clay limit is very small.

Mixed grains consists of a new and popular crop unknown in earlier times. It has been demonstrated by Professor O. A. Zavitz of the Ontario Agricultural College, that a mixture of barley and oats sown together gives a better yield than when sown separately. The barley is a surface feeder and matures early, the oats strike deeper and ripen more slowly, and this two cereals seem to co-operate after a fashion. The resulting mixture makes an ideal thing for all purposes.

Another new crop is field corn. Corn for fodder has dwindled down to a mere minimum necessary for seed purposes, but the growing use of silos for fodder storage has almost revolutionized the quality of farm stock. The change since the eighties, when ensilage was unknown has been phenomenal.

Hay and clover show a steady normal development. The crop has increased by more than one-half in the last twenty-five years. Alsike and sweet clover are popular with a few individual farmers, but have not yet a widespread adoption.

The question of want and markets brought about a mild interest in flax. The permanence of this crop is problematical.

Buckwheat has been planted more and more in recent years. The output in 1930 was more than twenty times that of 1881. The explanation lies in the increasing acreage of marsh lands. Buckwheat is not a particularly satisfactory crop, for it can be sown late on the spring program and is therefore neglected that dig farmers who find that the lack of help has made a full planting of earlier products an utter impossibility.

Peas have run into a shadow of their former importance. A country wide plague of weevils began the slump in peas but this year has now been underway in Victoria County for more than a dozen years. The real reason for present unpopularity in the precarious success which attends this crop. A hot, dry spell during the blossom season seems to crush the tumultuous swarms and only one crop in seven yield well.

For beans, grimness and acres the soil throughout most of the county is much too heavy. Section of North Emily (near King's

Wheat) and parts of West Pensnett and East Kidno are sandy enough to make clover crops. Here, as in Sedgley, the Midland Settlement area in Pensnett has realised little fuel but elsewhere in these tracts of higher soil little attempt has been made to develop the crops that best suit the land.

In the case of roots, the tributary of some Worcestershire county this is not the only factor in reducing output. The scarcity of farm labour and the consequent difficulty of getting these crops singled cultivation have also contributed in their decline. Moreover in stock administration corn cultivation is steadily taking the place of turnips and mangolds.

Two or three farmers have begun to plant sugar beets. The harvest on the smaller is the same fine in the case of turnips but the final value is greater after the sugar has been carried from Wilden to Stourport per cent. of sugar.

A small but illustrious crop, too which no extent figures can be secured is arable clover seed. Ontario produces the bulk of the world's market each supply and of his total approximately one-fifteenth comes from Worcestershire. Farmers like Councillor Sam Cookson, Mr. S. H. Clark, of Ottawa, has stated that the Victoria County seed is the best in the world. This is simply a record in which our farmers may feel legitimate pride. The skilful choice of the seed in its grown almost exclusively in Mariposa and Ops. Clough Fenelon township in beginning to take an interest in the crop.

Rise of Dairying.

Far more important than minor changes in crops and to a certain extent shaping the choice of crops, has been the development of dairying. This is, indeed one of the outstanding features of Victoria's one and half-century. The pioneers who were practically all Irish, English or Scotch brought with them no knowledge how for fine cattle. In early times they kept all the stock that their limited clearance would maintain though even this often means a very limited collection. As the forests slowly retreated, the herds grew in number and settlement and farming became a reality in some of the other parts of Ontario a period in which wheat growing just outlasted interest between the pioneer period and the modern mixed farming period. Such was the case in York county which in 1851 produced over two million bushels of wheat. In Victoria, pioneering was much delayed and dairying followed close after the era of lumbering.

From 1870 to 1890 the co-operative cheese factory was the focus of dairy enterprise. Since that time the creamery has gradually displaced the cheese factory.

The co-operative companies were easily organised Half a dozen or more farmers in a locality drew up an agreement in accordance with a special Act passed for the purpose and registered this agreement of the county auditor office. Sufficient money was subscribed to build a factory and equip it. A committee of management was appointed. Fifty or more farmers agreed to send their milk daily to the

factory where it was made into cheese by an expert. Careful record was kept of the milk supplied by each patron and also of the quality in value for cheese. The products were sold and the surplus after deducting the cost of making and selling was divided among the patrons according to the amount of milk that each had sent. In Victoria County in 1897 there were 1947 patrons of cheese factories. Their contribution of milk was about fifteen million pounds and their net returns $68 814.

In 1870 there were no cheese factories in the county. In 1880 there were sixteen as follows —

Name	Secretary and Address
Fairbairn—Samuel Truman, Kinmount.	
Lorneville—James McAlpine, Lorneville.	
Maple Leaf—John Reed, Downeyville.	
Queensboro—P. Stephenson, Queensboro.	
Cambray—E. G. Lytle, Cambray.	
Cameron—Stanley Mayhew, Cameron.	
Little Britain—O. J. R. Yeamsley, Little Britain.	
Maplepark—David Rogers, Lindsay Valley.	
Valentia—Joseph Mark, Valentia.	
North Ops—John Jackson, Lindsay.	
Roseboro—Joseph Brown, Roseboro.	
Stoneycreek—Geo. W. Trayes, Scheyerqeon.	
Dunsford—John McDonell, Dunsford.	
North Verulam—Hamnett Tate, Fairbairn.	
Red Rock—Wm. Reed, Red Rock.	
Stan—Morgan Johns, Scheyerqeon.	

However the perfected invention of the cream separator brought about the abolition of the cheese factory in favor of the creamery. It was a long step forward when the cream could be automatically drawn off for delivery to the creamery and the skim milk saved at home for the pigs and the calves. In 1880 no creameries had yet been registered anywhere in the county. Today the following butter making factories are in operation —

Name	Secretary and Address
Omemee—L. A. Scallon, Omemee.	
Victoria—Lindsay Creamery Co. Lindsay.	
Kinmount—J. A. Anrich & Son, Kinmount.	
Fenelon Falls—R. A. Hamilton, Fenelon Falls.	
Cheboctah—J. A. Ham, Cheboctah.	
Wilson—Newman Bros. Lorneville Jct.	

There are also seven cheese factories still surviving from the heyday of the nineties. They are the following —

Name	Secretary and Address.
East Emily—John Collins, Reaboro.	
Roseboro—Mrs. Wm. Nevils, Roseboro.	
Star—John Robertson, R. R. No. 1, Dunsford.	
Dunsford—J. R. Kennedy, Dunsford.	
Red Rock—G. W. Taylor, Scheyerqeon.	

Victoria—Tacoma & Lardeau, R. R. No 3, Pumphrey Falls, Bobcygeon.—C. W Taylor, Bobcygeon.

Figures of Prosperity.

The farming community has had a long, hard struggle, even down to quite recent times, to establish prosperity in the face of inadequate remuneration. Within the last few years however, market prices have been more commensurate with the farmers expenditure of toil and money. In 1891 the gross value of the year's crop was $1,801,181 and the capital investment $14,270,746. The net result of the year was probably a loss. In 1910, however, the gross crop value was $7,185,640 on a capitalization of $21,972,429. In 1891 chattel mortgages for the county had totalled $678,547. By 1910 these mortgages had shrunk to a mere $37 600 and the shadow of debt was nearly gone.

The value of Victoria County's farm property, as estimated for 1910 by the Ontario Department of Agriculture, was made up as follows:—Lands, $16 730 007; buildings, $6 456 442; implements, $2 994 074; live stock on hand, $6 326 706; total, $31,075,425. The valuation of the farms of some of the counties near by was as follows:—Haliburton, $3 882 285; Peterborough, $36,477,241; Durham, $39,424 683; Northumberland, $34,133,105; Ontario, $46,056 17.

Factors in Agricultural Development.

The chief factors contributing to the changed aspect of modern agriculture have been four in number, viz: (1) the invention and use of complex machinery, (2) the introduction of improved transportation (3) the abolition of the tariff, and (4) the rise of new forms of agricultural co-operation.

The Development of Machinery

The development of farm machinery has been amazing in its rapidity and extent. Oxen dragged the pioneer's one-stock plow through the stumps, barely scratching the surface as they forced their thence we find a steady advance to the modern steel plow with its removable and adjustable cutting and mould board and now on many farms in the county sand plows dragged by gasoline tractors steadily lessen the expense of farmers at a time. There we have improvements in harrows for pulverizing the soil and drills for sowing the seed and cultivators for replacing the old-fashioned hoe. The earliest sections harvested their grain with sickles often ten feathers of feet thousand years before. Then came the scythe and cradle then the reaper and the mower and finally that wonderful machine the self binder. Pioneer threshing was accomplished by flailing the grain with two sticks fastened together with a strap or by having horses or oxen trample it out. Now an elaborate machine-combination run by steam or gasoline drawn separates the kernels from the chaff and straw with speed and thoroughness once deemed impossible. The principle at

the pile, which is as ancient as Old Testament times, has been revived and improved upon. Instead of being a mere cove pit in the ground, it is now commonly an imposing structure of wood or cement, lined with corrugated iron and fitted with a cover-cutting machine. Under this with chopped up fodder from a root-cutting machine. Under this system a greater number of cattle can be stabled on a given piece of ground. The preparation of hay produce has likewise received great assistance from invention and use. In early times cream was obtained from standing milk both up in a big and shallow or submerged from standing milk both up in a big and shallow or submerged in earthenware pans. Secondly it required a form of barrel churn was used, swung around. Secondly it required a form of barrel churn was used. Then came the cash churn, and then the application of dog power and horse power and steam power, the introduction of the hot churn, and the centrifugal elaborate of machinery in new direction as a result. Today the cream can be skilled by machinery machines and the fresh cream from the milk and every process in butter or cheese manufacture down to the putting of the finished product on the market. Nothing can be accomplished by machinery unless cold storage warehouses can be accomplished by machinery unless cold storage warehouses can be accomplished by machinery unless cold storage warehouses

al interdependent people—many members, with many functions, yet one body and if one member suffer all suffer with it

Agriculture Benefits From Science.

Scientific investigation has been little less important than improved transportation in its effects. Agriculture was long an art but in now rapidly becoming a science. Scientists are here and now and better varieties of plants (such as the O A C No. 72 oats No. 21 barley, and No 104 winter wheat) are slowly the control of rusts roots, mildews, mildews, and other generally forms of plant life. Entomologists have saved hundreds of millions of dollars to the country in the last half century by their intelligent fight against insect pests. Chemists commencing with Sir Humphrey Davy and Liebig have analyzed the soil and told them the chemical prerequisites of successful agriculture. In 1874 Guelph Agricultural established as an Agricultural College and Experimental Farm at Guelph Since that many hundreds of enterprising young men have attended there and have returned to uplift the standards of farm mindedness in the community of their upbringing. For many years Victoria County like all other counties in Southern Ontario, has had an Agricultural Representative stationed in it to study local problems and to give expert advice Many farmers however still fail to realize the urgency of the rules laid down by scientific agriculture and how to put their farms on an efficient basis Two of the most important points on which science can be laid today are (1) the adaptation of crops to soil and (2) the maintenance of soil fertility by an intelligent rotation of crops. Selfishly planned and used by the generous use of fertilizers The farmer position has already been touched on in the discussion of recent crops The argest bench of considerations for the latter principle will be noticed from the following table, showing the yield per acres of certain crops in Victoria County (a) 1 12th (b) for the period 1 1th 1898 and (b) for the average of the two years 1 1th and 1902 —

Product, bushels per acre	1 dd2	12th 1hhh	1 91d 20
Corn in ear	70	47 h	3d
Beans	18	11 h	1h
Mangels	4h	hhh	40d
Turnips	6h	3h7	hhh
Peas	2h	20 1	1 h h
Potatoes	12h	129d	11 d d
Rye	13	1 h 1	1 h 1
Oats	3h	3 h 1	31 7

When all due allowance is made for the vagaries of seasons it remains overwhelmingly evident that many farms in the County are being used and farmed and that the fertility of the land is being steadily depleted without any thought of the future

Another issue of scientific agriculture is the establishment of thoroughbred strains of stock. Three organizations in this county the

Hereford Association the Hylands Association and the Victoria County Prov Bred Stock Association are making it grasses the association of thoroughbred herds and fields but are meeting with considerable hostility from those who have established herds of such stock or who are jealous of their own personal right to keep pure bred stock.

The first Hereford to arrive in Victoria was made in 1859 by Dr Iris Mission M Boyd, of Bobcaygeon Mr Rice was the establishment of cattle-breeding stock by which Rimately to revolutionize the herds of the district. While this new idea was visited the principal stock farms in Ontario and brought back several pedigreed Herefords and Durhams. In 1861 Mr began to assemble his famous herd of Aberdeen Angus cattle. Among his most noted animals Mr Anthony were Mr cows Prince of Aberdeen (4881) and Wanton (4810) and the bull Chivalry (1765) and King of Trumps (2408) King of Trumps was many times first in Ontario at the Provincial Exhibition He was killed on May 24 1882 by a fall in the corral of a cattle with Chivalry as heard the barge Palomo, or Pigeon Lake.

In 1861 also the late John Campbell of North Dorking began to build up a flock of thoroughbred Shropshire Sheep His ewes "Nancy" and "Topsy" Sir Roger Gold Medal and many other prizes won over a time prize, averaging five dollar ewes In later annual competitions. In 1864 Mr Campbell rise was also gold medal than rewarded annually for the best collection and addressed lambs

The late George Laidlaw of Fort Smith Balsam Lake was a pioneer in the establishment of ranching on a large scale in the western plains of North Victoria.

It is well to remember that in Victoria County man the late Messom M Boyd of Bobcaygeon, belongs the sole credit for the introduction of pure animal the cattle Mr Boyd first secured ordinary hybrids by crossing Durhams with domestic cattle Mr Boyd noticed that the hybrids among themselves and produced a more stable type which he named the "Grade" The aim was to secure animals that would feed type which would have excellent rugged constitutions and rustling qualities in winter regions such as exist in the northern provinces where the need of winter rations and of large quantities of stored feed makes the breeding of ordinary cattle impracticable. The animals in those regions must be friendly If they are almost as warm and thick as that of the Grade It is firmly and not of susceptible to disease. In winter it grazes through the snow It needs no winter shelter It does storms and does not drift with the storm as do ordinary cattle Dr Mr Boyd's first in 1855 for Donaldson Department of Agriculture purchased from the estate twenty head of hybrids and cattle and placed them first on the experimental farm at Scott Saskatchewan and later on at Ottawa Thus in only vindicating the skilful enterprise of their Victoria County creator

Among the many Victoria County farmers who are lodry mainly taking the foregoing stock may be mentioned the following: G C Channon Oakwood Aberdeen-Angus cattle James Callaghan Hen-

born, Redruth cattle; W J McMervin, pig; Ayrshire cattle; A. Jamieson, Woodville, Shorthorn cattle and Lincolnshire sheep; J. H. Kemp, Woodville, Shropshire sheep; John Cullis, Oakwood, Leicester sheep; A. E Wheeler, Oakwood, Clydesdale horses; J Currie, Woodville, Yorkshire swine.

New Forms of Co-operation.

The fourth, and last, major factor in shaping agricultural development, has been the growth of new forms of co-operation in rural society. In pioneer times a whole neighborhood would gather in "bees" to co-operate in logging, clearing land, raising, quilting, corn husking or even log-rolling. The women, too, had their bees for carpet making or quilting. Today the farmer does his own work and limits his co-operation to his own farm and his own help. The only exceptions are at barn-raisings and when neighbors gather to help the thresher who goes from farm to farm with his machine and portable engine. But co-operation now finds expression along broader and less personal lines. Associations for collective buying and selling, and for mutual insurance, and increased efficiency. We have already referred to the co-operative cheese factory and creamery companies. A still more recent organization is the Victoria County Co-operative Creamery, Ltd which aims at the co-operative sale of seeds, grains, and other farm products.

The Rise of Agricultural Societies.

Less immediately remunerative than these commercial ventures, but even more potent in the influence exerted upon rural life were the agricultural societies with their annual fairs where comparison of products of machines and men led to better methods and better stock.

It is not definitely known the early agricultural societies and associations appeared in South Victoria. All local records were lost in the Lindsay fire of July 1846 but it seems probable that some organization had been effected even before that time for on 6th October 1840 a Provincial Victoria County Agricultural Society held a fair at Oakwood. A formal notice appeared in the press announced on the farm of John Gibbs, to Ops Mikhae Thornbyke who the first prize of six dollars.

On January 14 1843 the following officers were elected for the year—President John Gibbs; first vice-president W Medcrlf; second vice-president W. L. Russell; treasurer J H Hopkins; secretary R. C Wood; directors, William Cottingham, Arthur Meguis, Patrick McHugh, William Thorn, J O Leary, William Saleman, W Banks, Thomas Hamilton, Scotland.

The annual gatherings of this early society were subject to many vicissitudes. Sectional interests tended towards the establishment of township societies and the decline of the larger organization.

The other societies which have arisen from time to time and held fairs, with more or less of success, have been the following — (2) The Mariposa Society meeting at Oakwood—the oldest and most

successful of the township societies. (8) The Emily Society meeting at Omemee (9) The Verulam Society meeting at Bobcaygeon. (10) The Ops Society meeting at Lindsay (11) The Fenelon Society meeting at Fenelon Falls. (12) The Eldon Society meeting at Wheatsills (13) The Bexley and Carden Society meeting at Victoria Road. (14) The Somerville Society meeting at Somerville. (15) The Laxton and Digby Society meeting at Norland. (16) The Galway (Peterborough County) Society meeting at Kinmount. (17) The North Victoria Society meeting first at Fenelon Falls and later at Victoria Road, and (18) The South Victoria Society meeting at Lindsay. Only seven of these societies are numbered among the 23 which are still surviving.

Auxiliary to the agricultural societies in other fields have been the Victoria Pleasure & Association, the Lindsay Horticultural Society and the Lindsay Poultry and Pet Stock Association. The Victoria Pleasure & Association which is now unfortunately defunct was formed in October 1888 for the purpose of holding annual sleighing meetings. The first meeting was competed for on February 1st under the auspices of W Berkeley Chantrey 1st vice, Donald Grant, North Manilla as 2nd vice Nelson Heasley Bexley secretary H Cameron Woodville and vice Nelson Heasley Bexley secretary H Cameron Woodville and treasurer James Sewell, Woodville. A second was held October 23, 1889 on 2nd farm of S R Irish, Woodville, and John Campbell of North Bexley was first prize. The Horticultural Society dates back to about 1873 and the Poultry Association from comparatively recent times

History of the Lindsay Central Exhibition.

During the past forty years the township societies have tended to become subordinate to the South Victoria Society and the Lindsay Central Exhibition to grow at its expense of the outlying fairs This tendency began in 1868 in that year the Lyndsay Agricultural Society (Presbyterian) Victoria Durham and Northumberland agreed to co-operate in the staging of a "Mildred Central Exhibition to be held in turn in Peterborough and Lindsay. A meeting was held in Cobourg A joint Directorate was elected from the representatives of the agricultural societies of the four counties. Contractors were asked to build in Millbrook and was judged neutral ground and a non assembly central rendezvous

The first Central Exhibition was held in Peterborough in October 1869 and the second in Port Hope in 1870 and the third in Lindsay on October 2 and 3, 1871 The directors in 1877 comprised the following—President John Connelly Ops vice-president, George Cook barn Baltimore treasurer Col. Dobson, Lindsay secretary J H Knight Lindsay The late James Keith was at that time Secretary-Treasurer of the South Victoria Agricultural Society and contributed not a little to the success of the Central Exhibition

The purchase of suitable grounds had from the first considerable and had been undertaken by the South Victoria Society Previous local fairs had been held on the Stock yard south of Victoria Park. This block is now partially occupied by the Sylvester buildings but

lhan lay vacant. A site was next purchased along that part of George Street lying between Albert and Hamilton streets on the hill, which lies southwest of the present round-house was leased to be run hotel and was sold to the Whitby Port Perry and Lindsay Railway Company for $1500. The South Victoria district that bought a tract of eight and a half acres, lying west of Adelaide Street North. The present site of the Agricultural Society Exhibition Grounds. This land was then an uneven now pasture, dotted with stumps. It was at once levelled improved, and fenced in. Eight cattle stalls were built along the north side of the grounds and eighty horse stalls along the south side. The was sub was occupied by sheep pens and swine sties. In the east centre of the grounds was the main building and west of this an oval racetrack of one-fifth of a mile. The judge's stand was in the centre and a hand stand west of that again. The hackery stood to the north of the main building.

The Exhibition of 1877 was a great success. The first day was wet and discouraging, but the second was fine and over 10,000 visitors came in from nearby points during the single day. The entries totalled 2365 and the gate receipts $2849.

The South Victoria Society was now in some time in financial difficulties. Its outlay for land had been $2500 and for buildings $2750. Towards this cost Lindsay had contributed $1000 the county council $750 the premium $700, and entry receipts $497. The balance had to be brought from otherwise and it was some time before all debt was cleared away.

The Central Exhibition was held a Cobourg in 1878. In Peterborough in 1879 in Port Hope in 1880. In Lindsay again in 1881 and in Cobourg in 1882. It was to have been held in Peterborough in 1883, but the Peterborough County societies refused to co-operate any longer in the Midland Central system. The north Victoria Society thus unfriended with considerable misgivings, to stage a Lindsay Central Exhibition rather on own auspices. This Exhibition was held on September 3 and 4 1883. Though not as pretentious as the June county fairs of 1877 and 1881 it nevertheless was a success over 5000 persons and a great crowd of visitors from it attended in some measure the popularity of the annual autumn fairs of the district. The Lindsay Central Exhibition has been held annually by the South Victoria Society from since 1883 and has met with ever-increasing success.

Additions of land and buildings have been made from time to time. In 1884 two and a half acres were secured from the Workmans Estate and in 1888 a tract in the north of the section but was bought for $1200. In 1888 the track was extended to the half mile and a fence long since demolished, built around the entire course. A roofless stand stand twenty feet by two hundred, was erected the Dominion Day 1888 and a roof added in 1891. The present poultry building was put up in 1888, the cow stable in 1898 and the horse stable in 1899.

Today the society enjoys unparalleled prosperity. In 1881 a four-

day exhibition was held and a total attendance of over 4d did was registered.

The Grangers and the U F O.

Still more important than the agricultural societies in its scope was the Grange or Order of the Patrons of Husbandry, which flourished in the seventies and eighties. This was a farmers' secret society first organized in the United States in 1867 and taken up by rural Canada in 1872. The first Dominion Grange was inaugurated on June 5, 1874 with S W Hill as Worthy Master. In Victoria nearly local lodges first appeared in 1875. Mariposa Grange No 820 headed by John Crosen was perhaps the strongest lodge in the county. At a Grange picnic held June 13 1876 in Tyrrell's Grove, Cambray Station, over 1000 persons were present.

The organization was strictly non political and merely sought by co-operation to increase agricultural prosperity. Its principle failure had the following causes:—(1) The overwhelming political and commercial influence of three co-operative enterprises,—a fire insurance company a grist company and a wholesale supply company (4) An innate spirit of aloofness among farmers. (3) Internal dissensions (4) Reckless financial administration (d) The counter-attractions of the Farmers' Institutes which were organized and encouraged by the government

In 1888 a new and very different farmers' organization The Patrons of Industry launched out into active politics as a separate party opposing the National Policy Failure in the elections of 1891 wrecked and dispersed the Order

In 1914 the Grange emerged in a new incarnation as the United Farmers of Ontario. Under the great slump these three are barely eight farmers' clubs in Victoria County These branches form a county organization of which Jasper Parkman of Highfield is president, and M J Hogan, of Lindsay is secretary The U F O. aims at the widest possible co-operation among the farmers of Ontario in order to better their social and economic conditions Its chief activities are co-mercantile, political and educational.

The commercial executive, known as the United Farmers Co-operative Company is centred in Toronto and has carried on a large business in co-operative buying and selling. Branch retail stores have been set up throughout the towns and villages of Ontario, but the chief process of the company has been in the wholesale marketing of live stock. The retail branch stores carried on small the independent merchant unless superior wholesale houses and factories for all those carried are owned and operated by the U F O and when the farmer becomes a manufacturer he ceases to be a farmer and is likely to meet with disaster as did the Grangers a generation ago. But the wholesale marketing of farm products is both commendable and profitable The combined business of the Victoria County stores amounted last year to over a million dollars.

The clubs are also fed by the social activities of their districts and centres of interest in agricultural science and general knowledge. Similar educational work was started on a generation ago by the West Victoria Farmers Institute which was organized December 9 1885 with T W Reid of Oak as President and James Keith of Lindsay as Secretary It is in the educational and social activity of the individual clubs that the greatest promise lies for permanent strength for the U F O. movement

The political strength of the U F O in this county was manifested in October 1919 when eight of the Farmers candidates, Mac P Gaudy of Gourmee for South Victoria and the Rev Edgar Watson of Fenelon Falls in North Victoria, were elected to the Provincial Legislature As a result of the election the U F O representatives for Ontario became the largest party in the House, although the actual members at dates read from left to right were given those letters, although Liberals are Conservatives As representatives by population south retain their 16 as important minority and as the government is pledged to such electoral reformation though U F O leaders who have any political ambition in their eye all other matters of economical ideals. This should not, of course, interfere with the study of the U F O. in its financial and educational activities.

The women of the farm have also been organized in Women's Institutes, which have aimed by the study of domestic science and in other ways to improve and beautify the farm home. Many of these institutes are now for better or worse, merging their identity in a new composite organization to the U.F.O viz the United Farm Women of Ontario.

Thus, by the development of machinery of roads and railroads of scientific study and of the spread of co-operation a new and vastly different countryside has taken the place of the Victoria County of seventy years ago

Chapter IV.

The Northern Townships

The newer townships Somerville Laxton Carden, Digby Bolton, and Longford, which lie to the north of the Kawartha water system may be conveniently referred to as "North Victoria." Like the six southern townships they constitute a geographical entity but their past development and future problems are in marked contrast to those of South Victoria. What these peculiar characteristics of North Victoria are may best be ascertained by sketching briefly the histories of the individual townships and then drawing broad conclusions from the

(A.) The Beginnings of Bexley

The township of Bexley is named after the Right Honorable Nicholas Vansittart, Baron Bexley (1766-1851) who was Chancellor of the Exchequer (and then a colleague of Hincks) during the Liverpool ministration.

Bexley is small in area and very irregular in outline. To the west and north it is bounded by straight survey lines separating it from Elder, Carden and Laxton, but on the east and south it is delimited by the Gull River and by Balsam Lake whose deep bays carve up its borders fantastically. The most salient feature of Balsam Lake is Indian Point, a long bifurcated tongue of land, a mile in width which is marked out by Northwest Bay and the Gull River estuary. Just southeast of Indian Point are several small islands of which Grand Island is fifteen acres in extent is the most important. This long, narrow, forest-clad island is shrouded in legend. It has two Indian mounds, graves of unknown antiquity. Tradition has it enshrined in with buried treasures. According to pioneer lore certain Jesuit priests had been stationed among the Indians in this part of Ontario and further west prior to the British conquest of Canada in 1759. When the rumbles from the south began to close in on Canada, these priests gathered all their church plate together and prepared to embark with it to Quebec. However in passing through Balsam Lake they buried it, for some reason, on Grand Island. The hole is apocryphal and hard to verify but was given such local credence that several large excavations and dozens of smaller ones were to be found fifty years ago where optimists had been digging for the legendary treasure. The continual interweaving of Jesuit ghosts (where the name of the island) was supposed to have thwarted all efforts to locate the buried silver.

Let an return, however from legend to physiography. Two small

stream, Perch Creek and Tribal Creek enter Hanley from the north and rise before passing out across the western boundary. Raven Lake is a small expansion of Trent Creek where the two miles flow its junction with Perch Creek.

The township is still wholly the Hanglaise region but not far from the frontier of the arctic country. The first settlers have been severely isolated and the rough rock surface still either exposed or covered with a layer of soil so thin that forest fire destroyed it. Over where the soil is deep, as on the eastern portion of the Mud Turtle basin, trees sustained their growth.

The government survey was made in the early thirties all land adjoining Hanley Lake and the Trent River was divided into lots with a narrow frontage on the water and a depth of about two miles. The area in the north and west was divided into irregular ranges was divided into eight orthodox concessions numbered from west to east and a varying number of 200 acre lots numbered from north to south.

The western boundary of Hanley was the main southbound highway known as the Victoria Road," built about 1865 and running from Goose Lake in the Maganga boundary north to Lake the Patterson. Fork to the point of Lanford township. The Portage Road which followed the line of the old Indian trail from Lake Simpson to Salmon Lake was one of the first roads in Hanley. Here Sir Edgar Bigelow had such adjacent to the road was divided into deep, narrow lots. From the Salmon Lake farmhouse of the Portage Road the Lake Shore Road runs to the village. Northward they to Hancock. This is a forest road. The regular road of the year in the thirty-eight deep has always been the settlers' had their homes on the waterfront and it house put through the road as surveyed would have passed the multiple rag of thirty eight private lanes each five miles in length. Accordingly it seemed to cut through the lake shore Roads from lot to lot. Still another prominent highway is the Cranberry Road, which follows a winding course west of the Mud Turtle to the farm of Chocouth to Norland.

An Admiral and Others.

The first settler in Hanley was Admiral Vansittart, r cousin, of Hiram Hanley who came to Canada in 1824 and was given a grant of one thousand acres on the shore of the lake which bears his name. He came in with one wagon over the old timber trail from Lake Simcoe and of her had to stop and chop and fight and logs from the path. His raw property of the head of the portage lot had an earlier history. Other villages had the richest here in the nineteenth century. Champlain had traversed the water for September of the year 1615. Jesuits, coureurs de bois, Hiram, fur trade with Mississaugas all passed and repassed up to 1760, their canoe flotilla ten-twelve rich towards the end of the eighteenth century a trading post, consisting three main buildings, was established near the shore. The stone chimneys of this post were still in existence in 1871, but were done before not long after.

The old admiral was not without character. Even in his wilder-

nest home de pointed on dressing for formal dinner every evening and was never without his shirt-stripe. He was twice married. His second wife was a Miss Stephenson, daughter of one of his own surveyors, and to this he left the entire estate. Lake estate. In later times until 1871 the property passed into the hands of the late George Leslie law "the Laird of Bexley" who named it Fort Rascal. The name does not relate to any fort on the premises but is an customary one. He of a frequent guest Charles Hon. Robert Wells who made his home with him and money right, would and he host on each side of there now consider the estate.

At the time of the government survey Indian Point was set aside as a reserve for a united band of Mississagas and Ojibway Indians who were then in occupation. In 1818 Sir Peregrine Maitland, who received a government contract to build twelve canoes there for these of the Indians who were chosen. Their pagan kinsfolk lived in the wigwams on the islands near by in 1847 the Indians still in a claim to the government for all islands, points, and broken points of land, but met with no success. At that about 1850 a Mississauga Indian named Donaldson assigned control of the forest on Indian Point and along the north shore of the lake and he Indians moved away into Ojibways to the Rama reserve north of Orillia, at the Mississagas to Georgina Island. After all Indians had been removed from the point, small narrow lots were placed running from a concession and surveyed to the water on each side. Title deed was not opened up for settling. Immediately upon the sale point towards Oshawa.

As a result of these land-hungry Canadians a number of French Canadian lumberjacks, the Bradleys and Broadleys Scotsmen, Dennetts, and Anglers settled in the early south of Salmon Lake soon the Lennon rail ranges who went in the old days from Bexley to Quebec with their rafts.

In the southwest across of Bexley along the last four miles of the Portage Road the old Indian trail, the shortest northern were the Kings, Lyles, Belfasts Herons and Parkers all from the north of Ireland. Most of the pioneers along the west shore of Northwest Bay were Highland Scots of whom only Johns was English. Amongst these were the families of Bell, Brown, Cameron, Gillespie, Graham, Macdonald, McFarlane, McLeod, McIntosh, McMillan and Murchison. Several Irish Canadian Protestants, Jessop and Scugog Stapleton, Henry Southern and Henry George and William Peel came from Canada township, Durham county in 1846-5 and settled in the north and northwest of Bexley. This area is still known as "The Peel Settlement". There are a few Irish Catholics near the Canden boundary.

Within the residence pioneering was largely done by Scotch and Irish the gaelonic all element in later immigration, especially in the siding of the best English The census figures for 1911 are illustrative of this point —English, 387; Irish, 347; Scotch, 127; Dutch and German, 61; French 42. The chief church affiliations are as follows —

Methodists 317 Anglicans 195 Presbyterians 121 Roman Catholics, 110

A Phantom Village

The first village in Barrie never became a village. At the time of the Government survey Black C on the west shore of West Bay where the Trent Canal now leaves Kempenfelt Lake, was reserved as a town site. The name St. Mary's was given to on the official plans. It farmed out however that the surveyors had chosen a track of flat rock with about five inches of soil Na thickness or cellars could be dug and the site was unsuitable. It was long known as the govern ment reserve but was never formed part of the Laidlaw estate

Just adjacent to this tract lost on the south side of the terminus of the Portage Road there was once a post office named Avon, serving the Highland Scotch settlers also, the Northwest way. The office was in the right hand front room of the Tremaine farm mansion The postmasters was a Charles Mcleish, who had succeeded in having a little post office named after his Scottish birthplace The mail was brought in from Kirkfield once or twice a week This meeting was only discontinued in 1872 when the Toronto and Nipissing Railway was built and a good office was established at Victoria Road Station

Where the Sea Gulls Nested.

The village of Cobbcouk dates from 1851 when the first saw mill north of Cameron Lake was built here The name is a corruption of the Indian Quama qua-be-cook meaning where the gulls nest. It is interesting to note that the Gull River flows through the village and that its largest expansion, twenty miles further north is known as Gull Lake. The common herring gulls are still quite plentiful near this lake.

Cobbcouk developed in an age of lumbering in the fifties, sixties and seventies, enormous quantities of pine were taken out. The prevailing occupation caused Arthur Dack to call the importation of squared timber for the Quebec trade As first large square posts, rowed with cottage were used for hedging timber rafts across the lakes Indian alligators and canoe hats adorned men.

Game fish were remarkably abundant. In the spring of 1858 over five thousand maskinonge were speared at Cobbcouk during the running season One man alone disposed of fifty on the 16th of May This wanton wholesale killing has left a much scantier harvest for the conscientious sportsmen of today

Modern Cobbcouk is a village of about four hundred inhabitants. It is the terminus of a railway a vision which was formerly the narrow gauge Toronto and Nipissing Railway completed in 1872

For many years Cobbcouk was known as The University City for an itinerant humorist named Thompson (otherwise Hunter Savage, D.D.) used to tell of a Dictionary college which he himself had founded there The site of the "Himself Savage University" was long a matter

of dispute but certain of the villagers came to identify the institution with our old shingle mill, which in the story was small boys set on fire while Emanuel lay within deep in an alcoholic nap.

A really serious fire visited Coboconk on May 16 1877 The blaze began in the rear of Key's hotel and had not die out until half the village (all of the section on Main Street north of the bridge) lay in ashes.

At the present day Cobocook's chief industries are the Gull River Lumber Company managed by James Peel and the lime plants of the Canada Lime Company and the Toronto Brick Company The village has also a grist mill an hotel (The Jackson House) three churches and five stores

"The City of Fence."

Victoria Road is a village which has sprung up around a station established in 1872 by the T and N Railway at the point where it crossed the Victoria Colonization Road. It was long known as "The Road and as "The City of Fence." The village is not incorporated, and as it lies partly in Eldon partly in Carden, and partly in Bexley much of those township's levies taxes on those villagers who live within its borders.

In 1871 seven years after founding Victoria Road comprised the following business establishments—The general stores of Staples and Rolands and of H Wilson Alfred Taylors grocery store, Heaphy's grocery store which included the post office, William Boddy's smithy and wagon shop, G L Gilbanks tannery, Peter Mc Millgahey's tin shop and William Tarlton's luther shop. The chief industries were Thomas Thompson a three-storey grist mill in 1878, and con taining three run of stones and a sawmill owned by Dr McTaggart There were three hotels, the Commercial Hotel ran by Patrick Fox, the Victoria Hotel run by a Mr Wingrove and a temperance house managed by Mr Shields. Two red brick churches housed Roman Ca tholic and Presbyterian congregations respectively The former were under the care of Father Dillon and the latter of the Rev Mr D D McLennan.

At the present day the population of Victoria Road is about two hundred. It has an outstanding industries, but serves the surround ing country with its general stores, bakery, butcher shop, hotel, doc tor, undertaker and clergyman. A coal yard has in Lindsay post been pre pared commercially it begs not for from the village.

"Hall's Half Acre."

Corson's Siding is a small railway village about six miles north east of Victoria Road. At one time the Toronto distillers, Gooderham and Worts owned a large timber limit adjacent to the siding. This timber they shipped in Toronto as received. A lake captain named Corson, after whom the village is named, was said up to take charge of their interests For the winter's cut of hardwood he would import

a gang of labourers from Toronto. The latter wealth bring with them an abundance of whisky and an auxiliary corps of prostitutes, and the limits were so affluent with intoxicants and hot companions that the British was known throughout the north country as Hell's half acre. The liquor was all cleared out by 1848 the scandalous picture ceased to command, and the slashed limits were sold as ranch land. Hoodenham and Wort both have operated from Alton at Corson's Siding. Those were carried on for a few years longer and were then paid.

Rawes Lake is a railway station beside the body of water so named. Gurley is a rural post office on Lot 5 Concession III serving the "Red Settlement" area.

Burley township has developed very slowly owing to the poverty of its soil. In 1871 its population was 434; but less than four square miles were under cultivation. In recent years ranching has begun to take the place of farming throughout most of the township.

(3.) Pioneers of Somerville Township.

The naming of Somerville township has been referred to Sir W. Somerville, Chief Secretary for Ireland in 1838 and after with more probable accuracy to Lolls Somerville the wife of Sir Francis Bond Head.

On south, east and north Somerville is bounded by the resistant gneiss of Hunter township Galway township (Peterborough county) and Lutterworth township (Haliburton county) but the west it terminates on the irregular shores of the Gull River the Mud Turtle lakes, and Balsam Lake. The township is cropped by three river systems and their valleys — The Gull river on the west Catfish Creek and its expansion into Four-mile Lake, and Burnt River. The northeastern, one-third and the northwest corner of Somerville are within the granite region. The remainder of the township is a drift-strewn limestone plateau separated from the granite area by an abrupt escarpment. This escarpment follows down the river valleys for some distance where they flow under the limestone country. The soils in the north in both limestone and granite are thin and sterile They are better in the south but even these farming is precarious apart from the broad river valleys

Somerville was surveyed in the 'fifties, about the same time as Sexley. As in that township, tote land bordering on Balsam Lake and On Gull River system was platted off into a range of long narrow lots fronting on the water The rest of the township was divided into four-town ordinary concessions numbered from south to north The Pottawatomi Road a colonization highway began in 1867, passes up the eastern boundary on its long run north into Muskoka. The Monck Road, built east from Orillia in the early days, crosses Somerville along the 15th concession line.

A Second Generation of Pioneers.

The inhospitable aspect of the township repelled all settlement

for a time, but with the growth of lumbering and the clearing away of the forests in the early sixties a number of returned railroad men, chiefly former descendents of pioneers in the Lake Ontario counties, began to drift in. Amongst these settlers were the names of Ferguson, Butler, Cavanagh Cookman, Crabbe Rad Noel Pell, Putnam Hurd Lyle, Mason McKay McMahon Powers, Taggart, Watson, and Workman.

Somerville's Villages.

Kinmount is a village in the picturesque valley of the Burnt River in the northeastern corner of the township It owes because it was an eligible mill site at the junction of the Bobcaygeon and Minden roads These advantages were later confirmed by the coming of the Victoria Railway in 1878 The first mill was built by John Hunter about 1851 For many years there were several mills along the river within two miles of the village William Charles, Wilson and Stephenson Minefield and O Leary and W Caldwell were among the millers prior to 1860

Perhaps the most exciting incident in Kinmount's history was the disastrous fire which destroyed almost the whole village on the evening of Friday September 26 1890 While most of the villagers and many outsiders had gathered in the Kaplon church to hear Joe Hess lecture on temperance, the fire broke out in William Meadow's stable and was soon beyond control An appeal for help was sent by telegraph to the Lindsay fire brigade but though the men were rushed out in fifty minutes by the Grand Trunk Railway they were too late to save the village Among the buildings lost by this conflagration were the following —The Victoria Hotel Wm Dunbar proprietor James Watson and Son's general store Swanton Brandon and Company's general store A Hopkins general store Mrs Jewett's dry goods store Rogers and Wellwood's shoe store Alex Moore's jewelery store Richard Brown's confectionery shop Curry and Johnson's drug store M May's smithy S Hemp's smithy and tinsmith shop and the Orange Hall The chief arrivals from the fire were Brown's hotel rebuilt a livery Dundas, Switzer and Company's flour and feed depot, and Robert Bryan's sawmill

At the present day Kinmount has a population of about three hundred. It has two sawmills, ten stores, two churches, two hotels, and two smithies

Burnt River is a village of fifty people on the railway about ten miles south of Kinmount It has a stone quarry two stores, and a smithy

Rosedale is a summer resort on the Balsam River as its outlet from Balsam Lake Its winter population is negligible but in summer an increasing number of cottagers vacation here

Full a Station and Bury Green are parts of the old "Full Settlement" established near the Fenelon township boundary by John Fell and other Irish Protestants from Cavan township Durham county Drilling for pe-

Inclosure is being carried on in this vicinity at the present time but the promoters apparently do not realize that a lot of the good land requires irrigation for successful all production are lacking. Baldow on the Sand Settlement, which has a few miles to the west across the Rural River Valley was first colonized by Joseph Rid of Scarborough, William Cockburn of Cavan, William Mason of Otonabee and Isaac Watson of Whitby A Baptist church was established here in 1886 Rudely has cattery stores nor is hostelries. Dongola is a former rural post office on the Mossy Road northeast of Big Mud Turtle Lake.

Most of Somerville township is utterly unsuited for farming and its areas eminently suitable for forest culture have been recklessly slashed and wastefully burnt over. A survey of the township in 1911 proved that 81 1 per cent. of the land was covered with bush, and that there was practically no forest anywhere containing saplings. Much of the waste land is also unfit for farming as pasture but reforestration would probably bring the greater remunerations in the end. A movement is on foot around Kinmount of the present time to organize into a municipality to be called the Duke Point of New Ontario

Even yet Somerville is the most populous of the northern townships. The census of 1911 accounted it a total of 1876 made up as follows — English, 1181; Irish, 1168; Scotch, 1168; Germans and Dutch, 161; all others 7. The strengths of the various churches were as follows —Methodist 1251 Anglican 518; Presbyterian, 118; Roman Catholic, 141 Baptist, 1189; all others 5.

(C.) Outline of Laxton Township.

Laxton township, is in somewhat of a village in Northampton England.

It is a small municipality only five miles from north to south and about nine from east to west. It is bounded by Sunky on the south Carden on the west Digby on the north, and the Gull River and Big Mud Turtle Lake on the east. Most of its area lies within the watersheds subsets of the dissolution country but there is a broad extension of granite rewards the northeast. Its chief waters are Bear Lake in the north Deer Lake in the southwest and Head Lake on the Digby boundary.

The earliest settler in Laxton was o Frenchman, Augustin Angelore, who located on the west side of Big Mud Turtle Lake in the early sixties. Other pioneer families were the Constantakins Corbetts, Peters, Potters, Runnels Evans, and Staples.

Norland is Laxton's only village. It is situated at a fall in the Gull River about a mile above Big Mud Turtle Lake. The population does not exceed ten nor has ever. The business roster includes a sawmill owned by S Bryan three general stores and a smithy Al Ellis's Falls, a mile and a half further up the river electricity is generated by the Hydro-Electric Power Commission.

Mud Lake Ash Oak Mill are rural post offices The former is on the south shore of Head Lake and the latter is three miles directly to

the south.

Laxton Digby and Longford are entitled to municipal and organized purposes. The census of 1851 gave the following returns for the combined townships:—(1) According to race English 1,56 Irish 373 Scotch 78 all others 19 (2) According to church Methodists 868 Presbyterians 125 Anglicans 114 Roman Catholics 98 Salvation Army 18 Baptists, 15 The Anglicans in these people are in Laxton, for Digby a population is less than one hundred and Longford is unsubdivided.

Official statistics show that 64 184 acres of non-agricultural land are available for reforestration in these three townships.

(B.) The Tommuck Plains of Carden.

Carden and Digby townships are named after two English explorers whose heroic exploits were largely responsible for the successful consolidation of Sir John Simcoe's army of Occupation in the Peninsular War. Sir John Colborne, Lieutenant-Governor of Upper Canada from 1828 to 1836 had been one of the officers serving there and in his opinion that the two townships were named on his suggestion

Carden is a rectangular municipality on occasion from west to east and twenty-five lots from north to south. Its southern limit on the south Ransay and Laxton on the east Dalton on the south and Mara in Ontario County on the west. Dalton near the edge of the granite boundary and therefore has little soil and frequent outcrops age of limestone. A large area in the centre of the township consists of limestone and alkaline plains unbroken by any wood or trees. The assessment in 1911 classified 33.8% acres as swamp marsh or waste land. Two shallow lakes, Upper Mud Lake and Lower Mud Lake lie in the southwest corner of Carden

The chief settlements have been in the northwest and southeast corners of the township. The Connors, Beaver Hillsgrove, Warrington, Quilgley, and Richmond were among the earliest pioneers. Irish Roman Catholics and perhaps the dominant element in the population. The 1911 census gives the following racial classifications —Irish, 878 English 142 Scotch 78 German and Dutch 80 all others, 18 The church adherents were as follows: Roman Catholic, 588 Methodist 264 Presbyterian 121 Anglican, 39 all others, 7

Rebellion in the south Normanby in the east, Canboy in the north and Bellamake in the west have been rural post offices.

(B.) Lakes in the Digby Granite.

Digby is bounded by Laxton on the south Lutterworth in Haliburton County) on the east, Longford on the north and Dalton on the west. It is almost entirely in the granite region and is very rough and rugged as is usual in the Laurentian rock country lakes are

very numerous. There are eighteen lakes in Digby and forty in Dighy and Longford as compared with nine in all South Victoria. The most important of the Digby lakes are Victoria in the northeast, Smidge in the centre, Fishog in the southwest and Mud in the Lanson boundary.

The only cradle land is in the southeast and southwest corners. The pioneers there were the Fulgers, McKeefreys, and Powers. The population today totals less than one hundred.

Digby has never passed out of the forest phase in the county and was already stripped bare forty years ago.

(F.) The Huckleberry Plains of Dalton.

Dalton township is named after Dr. John Dalton (1766-1844), a famous English scientist who did much in establishing the Atomic theory of the constitution of matter.

Dalton's municipal neighbours are Carden on the south, Digby on the east, Sedgewick (Muskoka District) on the north and Rama (in Ontario County) on the west.

It is almost entirely made up of glaciated granite. Three streams, the Black River in the north, Gull Berry River in the centre and Mud River in the south, flow eastward from near the west. At least two-thirds of the township consists of huckleberry plains (its scanty agricultural area of arable soil lies chiefly near the Mud River and the northern boundary though small streaks of farming land may be found along the valleys of the other rivers. The Goodhams Montgomerys and Thompsons were amongst the earliest settlers.

Scotch and Irish Presbyterians dominate the personal pay roll. The latest census figures are as follows:—Roman Irish 164, English 149, Scotch 114, Denominational Presbyterian 225, Methodist, 148, Anglican 29, Roman Catholic, 13.

Uptill now a village of half a dozen people near the south end of the Digby boundary. It was long known by its tavern keeper John Caldwell at the North Star Hotel. Dartmouth to the north Sadown a mile west, on the Gull Berry River the settlement have been rural post offices. Schrigley is a village of about forty-seven inhabitants scattered on both sides of the Rama Dalton boundary where the Monck Road crosses it between the first and second concessions of Dalton.

If due heed be submitted that Dalton has 45,904 acres of non-agriculture lands which are well adapted for reforestration.

One of the most picturesque figures in the municipal history of the township is Joseph Thompson who was reeve for a quarter of a century. Thompson was a great farmer and many legends have been handed down concerning his prowess in the wilderness.

(G.) The Wilderness of Longford.

Longford township derives its name from a county in Leinster Ireland.

It is the most northerly of all the townships in Victoria, being

adjacent to Oakley (in Muskoka) on the north to Annes (in Haliburton) on the east, to Digby on the south, and to Hyde (in Muskoka) on the west.

The municipality is wholly within the granite area and is dotted with more than a score of small, nameless lakes which are all drained to the southward by the Black River system.

Longford has 90 inhabitants. It was first bought in 1868 by the Canada Land and Emigration Company and later sold by that corporation to John Thompson, of Longford Mills, north of Orillia. Thompson stripped the township of all timber driving the logs down the Black River to his mills. At the present day most of Longford belongs to William Thompson of the Longford Lumber Company, Orillia.

Chapter V

Economics of North Victoria.

The block of territory formed by the seven northern townships is thus seen to be a rugged tract of glacial rock. The southern townships lie inside an old Paleozoic depression of the Black River series gaily scraped and scooped by the Ice Age and over yet lacking more than a thin mantle of soil except in stream valleys. The remaining three-fifths of North Victoria lies within that vast granite region which is known as the Laurentian peneplain. How table-land of primeval rock on which streams have etched countless depressions and left innumerable rounded hills and ridges. On this area Dr. A. P. Coleman, the venerable Professor of Geology in the University of Toronto, has rendered the following verdict — "The combination of famous thin soil and gravel and bedrock with here and there deposits through which rise hills of the Laurentian granite makes a region seriously handicapped for agricultural and practical ends for future growth. The result is shield settlement north of the Paleozoic rocks in a belt the farmable soil poor soils deficient in lime and fibre in clayey constituents."

Not a Mining Country

The farms of North Victoria in which the people of North Victoria have sought to engage are there mixing farming and lumbering. It will be instructive to take these industries one at a time and consider their past and their prospective development.

British settlers have always coloured the dreams of the settlers but the dreams have never followed by daylight. Lastly township once had its gold rush and the ruins of the abandoned mine mag still be seen on the west shore of Big Mud Turtle Lake not far from Norland. Miners from and rumours sawyers from northward lon gold or Lot 4 Concession XI Somerville township lodgers to the Berkeley township and four miles north of Kinmount. Still another gold strike was reported from Lot 26 Concession XII Dalby township along the Black River short lake miles below Ragged Rapids Silver, nickel, iron and copper were likewise objects of faith which among many back woodsmen remains rankest to this day.

For critical considers, however, all debris were permanently of real possessions made in 1842 by the Federal Department of Mines for gentle wanderers of gentry before and there was met over a mass of gold Silver and copper were observed nothing true ore occurring in known veins, was found in the lands of places especially in Digby and Dalton townships. The hundred deposits were named Smudge Lake,

in Digby. In my case, however, were the findings sufficient to do so economic value. The presence of nickel in Somerville had already been recognised and the abundance of pyrrhotite, its customary companion in the great Sudbury district had led to frequent comparisons of the two areas. A careful examination of Somerville however showed that no payable existed. The area at Sudbury had covered in great depths Intensive exploration since had revealed any while those in Somerville occurred as prospects in the shape of pockets belonging to the irregular series. The two notable deposits were large but different in mode of occurrence and grade by high and which had been proved to be true of the former out of and to be taken for granted in the latter. Careful research from every known degree in the township, confirmed this conclusion. Nickel was present but in small amounts quantities and to be of no economic value. The most promising discovery of the whole survey was certainly that of pure molybdenite in Digby on Lot 16 Concession VII for miles south of Head Harbour. The copyright on mineral although was located on Lot 20 Concession XII, Bolton township. In neither case however was commercial development ascertainable.

The overwhelming conclusion in the drawn from the report of the district survey is that little mineral development may ever be looked for in North Victoria.

Farming a Precarious Calling.

The theory of farming on the granite area may be inferred from Professor Coleman's report as well. In the limestone area conditions are slightly better for its chemical composition of the soil in more favourable but here in the main is limited enough for except in the flood plains and terraces of the valleys of the Rivers Victoria Corbon Creek Gull River Talbot River and Head River. These more propitious sections are however very limited.

Most of those who took to land in North Victoria were attracted by its forest resources more their by its agricultural possibilities and all regarded of the forest for used the pioneer generally as was theirs. Fully seventy-five per cent of the late were patented when the patentee had the right to fell timber but the thing gone. The potential wealth of this timber was recognised by the settlers who disappointed the settler had to fall dead or farming on poor land. Even that so long as land bearing the red is nearby needs and provided a home market for farm products the hard woods agriculturists could raise enough potatoes, some dry rod meat to make a living. The final existence of local lumbering spell failure for many farmers. A region of no agricultural soil was called on to compete unaided in more distant markets for farm products and much of the area could scarcely raise enough to keep its inhabitant alive.

The results have been slow tragedy. Many of the younger and more enterprising men moved out. Many others would drew followed, dirt world rot, decades of poverty. Ever today the movement goes on

and in 1910 a general migration from the Kitchener position to Kapuskasing in New Ontario was planned. The population statistics for the past thirty-five years are as follows —

Townships	1886	1898	1901	1920
Somerville	1869	1273	1111	1469
Bexley	795	795	871	627
Laxton, Digby, Longford	787	787	753	469
Carden	846	781	756	686
Bolton	468	468	512	332
Totals	4937	4637	4651	3483

It will be noted that while North Victoria reached its maximum population in the early eighties, North Victoria, being settled much later, did not attain the peak until about fifteen years later. Since then it has declined rapidly. The decline since 1901 has been 1168 or more than one-quarter of its population. Further, while in North Victoria the decrease in population has meant a reduction not in the number of farms but in the number of people occupying them, in North Victoria farms have been completely abandoned, often without finding any purchaser.

The condition, too, of those who have remained is often pitiable. There are, of course occasional good farms along the valleys in the granite ranges, but in most of the country settlers in the province of stark want is bringing about much social degeneracy. Physical and mental defectives are becoming commoner and moral disintegration often sets for the intervention of the Children's Aid Society. The result is these settlers find it to the utmost to keep life and conditions rather which they refused to accept a Hobson's choice. The settlers were an energetic hard working resourceful people coming from the finest climate stock in the older counties of Ontario. But in many cases they are face to face with impossible conditions. The annual exodus experienced a frying to make a living in this area has been enormous as it applied to the self indomitable courage would have cleared by its achievements the self-satisfied fecundity of more favored regions. The settlers urban dweller with his emotional heart and untrained rationality cannot imagine the dreary hopelessness of trying to wring agricultural returns from soil that is good only for forest. Even he need nothing larger of South Victoria would find it hard to realize the extremities endured in the northern townships. As a minor indication of conditions it may be mentioned that in the section of Somerville the school tax alone irrespective of all other levies, is 82.5 mills on the dollar. When we remember that the school tax in Lindsay is only 12.3 mills, we may realize how those northern farmers are shoulder themselves with in an attempt to provide their children with education. The simple truth is that the land treated as farming country will not support them.

All the personal time during a day in the chief farm industry in the granite region the only crops are hay and oats and there is a struggle for each farmer to get enough of these for his own use. As the number

of cattle that r man can winter is controlled by his summer crop and on r dry reason means poor crops or the shallow sandy soil, natural meadows and marshes fro nought and and all r reliable north hay reserves. Rough grazing land for bring demolit and is a distinct aid to drying and reclaiming. Many farmers in South Victoria row pasture their herds road rammer rr charlotted farms in North Victoria and bring them home in winter on cattlecar r regions which permits more intensive and profitable livestock in the south. The dairying industry now supports two creameries and r of Coaberry and Kinmount. Improved methods of farming r ch as more deliberate manuring of land and rotation of crops, world d well than fatter many parts of North Victoria, but by far the greater portion of the region is rtisely r ranized for agricultre

An Era of Lumbering Now Past.

Lumbering was ido so great industry ri r earlier times but is now motrlyed thr ugh the sheer lifted improvidence of those who took part in it. The record rr timberstand and modern destruction is left by many who made their fortunes in North Victoria sixty goors ago is a reproved to our race that is hard to remove It can, however, do polluted by an intelligent administration rl the ravaged wilderness which has been lost to re generation.

In 1850 all of North Victoria was covered with primeval forest Of this original river rally two-thirds was magnificent white pine and the other one-third pure hardwood chiefly maple and beech From 1851 to 1860 the forest was slashed away in profusion fashion The coniferous areas especially were cut practically clean in the process of lumbering Hardly any of the large and perfect trees were spared The commercial output, even down through the corrrider can ir to reas of millions rl feet in annual and unrestricted harvests of mature timber, get into potential rr ate destroyed in the yortager freso rur profitably far greater Of the most glaringly ego-sacrificial soils rr thought was even given to r future forest crop sogligrps were left to replenish the region and fires, kindled by cruelessness or ignorance swept rwrg over the seedlings that might have redeemed the rr blre

The results rre very r ident today Illuminating figures for Somerville township, are on record in a survey report made by the Commissioner of Conservation. Only 37 3% rl the township consists of cleared farm land 61 3% is barren or ird and r round 1d 6% is forested. Of this Other fraction, about one-ninth or 1 3% of the whole area, is coniferous forest, (cedar hrlock rwamp, spruce, and tamarack) rrd the other 5 6% is hardwood and mixed forest. All of this wooded remainrd has been selectively culled over and little rr real value left. Nr forest contains big sawlogs remained.

For this northern region as r whole the Commission reported that the white pine has been rll but annihilated and the other trees of the area more rr less severely culled and curl the fisheries had

been burnt over at least once and in most places several times. Nearly two-thirds of the young growth had been burnt over two or three times and were beyond natural regeneration. The fire not only consumed what scanty young growth had been left after lumbering. Where the soil was thin especially about the rock y ridges, it destroyed the humus entirely; it also burnt up all seeds of the white pine and so fortuitous reseeding from adjacent growths was limited to the distance that cones could fall and roll, almost all natural reforestation has been setsh limbed by fire which burns seed-caking at medium and birches. As a result 6.2% of the natural forested area was now poplar and aspen 3.8% hardwoods

Reforestation Needed.

A definite policy of reforestration would mean the part of wisdom We have already seen that mining has no future and agriculture a precarious outlook in North Victoria. In seven township there are tracts comprising more than two hundred square miles that have been classed as waste land, available for reforestration. Much of this land will be regained by natural means, but will then be of interior value. All areas, however small in constant danger of fire and unless the administration of each tract is taken over on a large scale practically under maple pe management is inadequate. The protection can be hoped for

A more detailed discussion of this problem will be undertaken in a later chapter. It will suffice here to suggest the value of profiting by past mistakes and of seeking by prudent stewardship to re-establish the ruined productivity of half a county. There are many districts in the bulk of these northern townships should not constitute forest reserves that might be drawn on to perpetuity and not greatly in the permanent wealth of the county

A Resort for Recreation.

Nor is material gain the only argument in favor of a rehabilitation of North Victoria Because of the pace of modern urban civilization its forests have become increasingly important as recreation grounds and as sanitary and health resorts. Even now we are easily within a magn fiscal field for the sportsman and camper in range even There are some very large in the Northern townships varying in size from large of a few square to the Longford granite to the blue expanses of Balsam Lake nine miles in length and five in breadth. The altitude, in no case less than 850 feet above sea level, ensures cool summer nights even when Toronto swelters most desperately. But never a system of forestration and forest protection every year would add to the beauty and healthfulness of these northern resorts, until we could point with pride to what would be and only perennial sources of revenue but regions of natural sanctity where the effing and the over-wrought might find real and healing

Recapitulation

Such then is North Victoria—a territory where the spoliation of a glorious forest has left a waste devoid of minerals and barren under the farmer's toil, yet where the future holds the hope of rafters resound by hundreds of grating saws of forests tended and profitable, and of a refuge sought continually by the weary and heavy-laden.

Chapter VI.

The Town of Lindsay

The present town of Lindsay is built on both sides of the Scugog River about half way between its source in Scugog Lake and its confluence into Sturgeon Lake. Formerly the township lies on a broad geological rock trough carved out of the Precambrian of the Trenton era. The mantle of sand and clay which the glacial epoch laid across the valley in its last great ice sheet at Lindsay and the river has therefore in this vicinity steep banks, where its channel has been cut down through these morainic deposits in conjunction with these steep banks, there was subjected to a series of gentle rapids extending from most of the westward bend of the Scugog which lies to the east of the town. The total fall was about three feet. A Mississauga camp site was located near by Stewart as "Onigahning" i.e. "The Portage."

In 1831 a paper township plan was attached to the Newcastle District by the Assembly of Upper Canada. In 1832 Mr. Colonel Duncan McDonnell of Greenfield, Glengarry county, assisted by Patrick Lee and Daniel Shanahan, surveyed the township. Lots 24 and 21 Concession V were marked as boundaries.

In 1825 the first settler Patrick Connell, settled on Lot 7 Concession IV. Others the Brady, Fynes, Hydes Twohers Murrays and Dolans joined him along the valley of the Scugog. Lot 16 in Concession V just south of its present Riverside Cemetery was granted by the government to the Rev. Fr. Dan Crowley His sole Roman Catholic priest in Central Ontario in order that he might assist in the settlement of this township. The lot passed in 1856 to Father Crowley's nephew John Crowley who now belongs to St. Mary's in its late twenties. However the priest had a house built on it at the water's edge. This was not his own residence since he had his headquarters in Peterborough and practically lived in Peterborough) but his storage of settlers effects. The spot was known as "The Priest's Landing." A trail rolled the middle line which ran from Cobourg through Peterborough and Omemee ended at the Landing. And from there on the settlers were had entered by the boats proceeded by canoe. An early survey has declared that the scenery along the Scugog was exceedingly beautiful. The bright ribbon of water would be and for though a majestic forest that towered high above it. Numerous fragments had disfigured that quiet avenue among the primeval pines. The ugliness of waste and destruction and decay had not yet blighted it. Even the lowest banks were soft with berver meadows, and wild rose blossoms rifted at the water's edge.

The Millers of the Scugog

The virtual founders of Lindsay were three Americans: William Purdy and his two sons, Jacob and Edward. In March 1827 the government endorsed Purdy's contract with the Purdys. They were to build a two-foot dam on the Scugog River at Lindsay and to build a sawmill by 1828 and a grist mill by 1830. If the work were accomplished within the time-limit, the government was to deed them 400 acres round the dam and mills. By December 1831 the dam was complete, and part of modern Lindsay, which lies between Colborne Street, Lindsay Street, Durham Street and the eastern boundary, and to pay them a further sum of six hundred dollars.

They began work in the winter of 1827-8 bringing all supplies from the head of Scugog Lake on the ice. In the winter three rafting firms to carry cash and supplies to the dam were located at the post. At least by now Georgian Street about the present site of Perrin & Read Works, for here the lumbermen who shanty-boated up Lake Scugog through the winter therefore necessarily. The river at this point was about thirty feet wide with eighteen inches deep. By September 1828 the dam and millrock rafts measured 20 feet by 40 feet ready for operation. Many guesses were made as to how long it would take for the millpond to fill. It was never ambitious enough to was twenty-four hours. It was not however until the following April seven months later that the water finally reached the top of the dam. By one account it never reached that. The dam was finished by the end of the year. Lindsay would actually raise the level of Scugog Lake by several feet.

The pressure during the spring freshet of 1828 was too much for the dam. The centre timbers shifted or the rock bottom of the river by the dam broke and everything was swept away. The Purdys then wrote to the government of York and secured a three extension of one year. By April 1830 the dam was repaired and the sawmill standing at last.

The grist mill, thirty feet by forty and three and a half storeys high was built in the time the sawmill was running successfully. A single run of stones was put in and the mill started. The first flour ground was for Mrs. Pamelia Tweker's wife. There was no toll for some time for the early flour was given back, though the miller soon. The miller's toll was set at one-twelfth of the grist. Patronage was brisk and it is recorded that women brought grain on their backs from their homes in Eldon, three miles away. One girl of sixteen carried a bushel and a half across. Grist were hard to wait three days and it sometimes took two or three days for a man to get his grist. If the mountains he camped on the river bank or slept at night before a great fire. In the mill if food ran short, flap-jacks were made from corn grist.

The Survey of the Townsite.

In the original survey of Ops by Colonel McDonall in 1825 Lots

31 and 32 in the 8th concessions had been reserved as a township. In 1854 John Hudson of Cavan came in with a small party to clear all this 400 acre streets and lots.

One of Hudson's assistants a man named Lindsay was accidentally wounded in the leg by a gunshot. Infection set in and he died. Lindsay was buried on the river-bank in or near the site of the present B.W.A. subways. The circumstance of his death led to the township being called 'Lindsay' as the surveyor's plans submitted to and approved by the government.

The original tree surveyed this line consisted of that portion of modern Lindsay bounded by Lindsay, Colborne, Angeline and Durham streets a parcel of 800 acres or 400-acre of the present town. The east half of the site was surveyed into 100 building and dig lots and the west half into 50 park lots of about five acres each. Two main streets the modern Kent Street each Victoria Avenue each 100 feet in width bisected the town from east to west and from north to south respectively. On the four corners of the intersection of these two streets a market square of six acres known as Queen's Square and extending half a block in depth to north and south of Kent Street between Cambridge and Sussex Streets, was reserved. Victoria Avenue was of course named in the interval between the passing and Kent Street after the Duke of Kent. All the other streets were also all named. Those running north and south were chiefly named after Victoria's uncles—the Duke of York, King William IV and Duke of Cambridge the Duke of Sussex and Duke of Albert (a street later renamed Angeline). Albert Street was named after the Prince Consort and Adelaide Street after Victoria's aunt the wife of William IV. Streets running east and west were named, on the other hand after English statesmen and governors of Canada the Earl of Durham, Lord Melbourne (British premier, 1835) Baron Glenelg, (Colonial Secretary, 1835-39) Lord John Russell (another colonial secretary author of the Act of Union) Sir Robert Peel (British premier, 1834) the Duke of Wellington (British premier, 1828-30) Sir Francis Head and Sir John Colborne. None of these streets except Durham and Colborne ran farther west than Albert Street, though an irregular corduroy road ran southwest towards Port Perry from the corner of Lindsay and Albert.

Such was the original plan of Lindsay as mapped out by Hudson the surveyor. Several years passed however before any attempt was made to clear all over one of the streets surveyed in 1854 through the almost impenetrable forest and swamp that stood on the town site.

Purdy's Mills to the Thicket.

Meanwhile a small village known as Purdy's Mills or as Port au Village was growing up, chiefly on the Purdy estate in the east of Lindsay Street. Jeremiah Britton together with his sons, Charles and Wellington came from Port Hope in the winter of 1854-

98 and bought from Purdy for $100 or more of land at what is now the Bethany Knox Church. Here was the present Academy of Music corner he built a log shack and planted a farm. It took him a number years to get over the hundred. Keep order and keep away squatters were opened for the mill property by Thomas Sawdar from Cavan and Major Thomas Hartley. A Mr Pollard also began a little carding mill on the Lindsay trail. Purdy's house was near the modern Victoria mill, and his barn at the site of the modern carnival. Prior to 1830 the only roads were on the surveyed township lines. David Kay William Colbert (Colbert Settlement) and the family of Edward Murphy on Pool Street in 1827. James Mc Kean owned a farm on Opera ground the fire station now on Kent Street. Other citizens who came in from afterwards were Joseph Twohey, Thomas Clarke, Thomas Vance, Nicholas Powell, Dominic McBride, the Wm Thatcher

Dr Ridout, wife and servants did not stay long in the little settlement, Kent or Deer river as it was then called, from the river in the heart of the present town of being changed by widow Mc Kenzie Street. A woman was supposed to have been drowned by the upsetting of a canoe. Cross near the Riverside Cemetery. Nothing more her than described was ever found of her long after. The only bridge across the river was the old one at the Mill of Harris Street, or a few yards east of the present Adler Bros factory where the north bank is quite steep. Two abutments of logs were built are on each side of the river. Some cedar stringers were placed across, and smaller cedar logs laid side by side on these to form a roadway. The rail which was placed on the north end of this bridge was dared east Mr Wood Mr Mc Quarrie but was then known as "Lang's Corner" Here it parted into two roads, one running east road on Bolton to Omemee and Peterboro' at the south (Lake Road modern Logie Street) town to Fenelonville. These roads were however in unspeakable condition at in the thirties Hogs rooting, cattle often died upon by roads in Bridgewater or Chemong Lake, this walked six miles from there to Peterborough in 1841 Purdy's Mills level became a distributing centre where Thomas Clarke opened a general store just east of Joseph Britton on Kent Street Hill.

A Period of Invasions.

During a period of short ten years Lindsay was subjected to a series of armed invasions which made life in the village anything but peaceful

The first invasion came in December 1837 The provincial revolt of that year had been put down also Major Murphy for reasons of his own started to run to Peterborough to the school that William Lyon McKenzie was by Mills at Lindsay As a result a number of farmers who were with their ox-teams of Purdy's mill one cloudy cold morning were startled to hear a volley of rifle shots and to see a body of about 300 armed men with a large flag descending the steep river-bank to the north. When the advance guard got of the bridge cheers were raised trumpets sounded. Kettle-drums rattled,

the flag waved, and another mighty salvo of musket-fire let off into the upper air. The villagers, roused by the noise, and afraid of skulkers in all reality from their cabins to see what was happening and found that their visitors were a detachment of Peterborough militia under Colonel Alexander McKenzie marching for McKenzie. As it was as late as the next day before a return home took place, they bivouacked in and around Public Square. I near this and matters stood still.

William Purdy and been speculating rather plainly against the Hay Family Compact, and Major Murphy used this opportunity of laying information against him. The settler was consequently arrested and taken to Cobourg goal. Here he lay without trial for some time but was at last liberated and told to go home and mind his own business. As a result of this unpleasant experience Purdy decided not to live in Lindsay any longer and removed to Bald. Of his two sons, Jesse who had had a number of years of school, and a gun was with him, while Havard remained in charge at his mill.

Major Murphy resided on the commanding height and had been told by William Purdy up to this time he had been living on Purdy's property. Murphy, therefore, for the purpose of disillusioning Purdy on such a point, secretly had definite measures, and left the country. The measures were then passed to William Cubert, a pioneer family it remained in more than twenty years.

The second farm on Lindsay went in 1836 The Purdy dam and backed the waters of the Scugog over some 50-000 acres of land adjacent to rivers and lake. Tdt forest was drowned out all vegetation rotted and a plague of flies and ague carried it's ugly one-fifths of its population. Tdem were sindly enough well men left the Purdy side dand the Sunday sheet dwellers were ashamed in Ops and on another Sunday rows dsides of land es had been swept away Hostility towards the dam became more and more definite and bitter and it was in the summer of 1838 a great band of farmers gathered from Ops Mariposa and Cartwright armed themselves with diff ferent pitchforks and axes marched to Lindsay, and dacked away part of the dam. The attack was not completely demolished, however, and Richard Purdy rebuilt it though at a lower level of the same lines. he also built a large water-wheel, a cog and spur wheel saw mill all shown and a big apparatus.

The government meantime was planning a land at Lindsay for navigation purposes and it was arranged that a new dam should be in the present location would serve both land and mill. Dam and fooll were begun about 1852 but began for a time and finally completed in 1861 The old Purdy dam had had a head of twelve feet reckoned from the foot of the rapids The new dam a tall was only seven feet. An compensation for the loss in water-power and the construction of new works the Purdys were paid $1100 by the government.

In the spring of 1846 Hiram Higgins came to Lindsay and bought the mill and the 400-acre Purdy tract from Richard Purdy for $10 000 Tdt talkns then left Lindsay and ultimately settled in Pembina North Dakota. In 1846 the old dam was still in use and

the original mill still running. As no pinmakers were to appear on these waters for eight years more no urgencies of navigation called for the Pinns immediate removal. In the early part of 1846 new mills were built on the present site a quarter of a mile further down stream. The old dam was then taken down and the mills worked by water from the new dam.

The first sign of invasion appeared before Lindsay on July 12, 1856. Philip Peake, a noted Orange fighter from South Emsip had received a beating in Lindsay and the Pembroke celebrants of the Boyne victory marched on the little hamlet in revenge in the perpetrator the Priest of their Religion. The villagers were warned of the impending attack and prepared to defend themselves. All who had muskets put them in working order. Those who had not provided swords by winding rotten around the hilts of maple-blades as handles. Pikes were secured by fastening the ends of long bridges across the Scugog and sharpened down into the form of a point. In defence of ancient Rome against the Tarquin Pharp-shooters lined the river bank. Their depleting headed by Alexander Bryson and assisted by another with the name of Lang's Corners. Happily what reasonable prevailed and the history of the town was not marred with such a battle as was then imminent.

The fourth and last, major invasion came in the summer of 1847 in June of that year Bryson completed the repairs of the dam. The old dam of the government Board of Works to put a line of planks, a foot in height along the top of the dam to increase so as to maintain the flood-level of eighteen inches above a uniform line of water. This was to be done at the new mill and expense no sooner did the news of this flashboard become generally known throughout the Scugog valley and back into Mariposa and Cartwright than the riparian farmers assembled once more with axe and mill marched to Lindsay and removed the obstruction.

A unique accident happened at this time. There was a single mill-race or sluice-trough by a gate in the dam which conveyed the water down into the mill. The planks had fitting and the two streams worked both the saw mill and the grist mill. The lumbermen raised the sluice-gate to find most of the water would pass through and render their work on the dam easier. By some mischance a man named Tom Tyler slipped into the sluice and went through the gearing of the two mills—the sawmill first and then the grist mill. When he was fished out, he hardly knew all who from the river below the mills, he was sucked down by the gearing through. He replied that he had no time to take notes. Tools that fit records for going through the mill by going through two of them.

To the same effect followed. Bigelow removed the flashboards on the dam and succeeded in purchasing the countryside that his action was not serious enough to benefit.

From Village to Town.

Meanwhile the village had been growing slowly but steadily. Real

Street was changed to the 1840 and other streets soon followed. William McDougall came in from Peterborough and began the first ferry across George Crise started a brickyard and William Theobald as tree-dragger. Sidney Albright and Pollard were building and Hiram Beer and Reverend L. Storey were kept by Thomas Mossop. Jeremiah Britton was McDonald and G. M. Roche dry goods and the population had risen to 200.

Navigation was begun to develop and to bring prosperity with it. The steamer boat "Woodman" was built at Port Perry and the "Queenside" of Fenelon Falls and others soon followed. Pilotage was arranged with each trip the meandering Scugog which was long known as "the River Styx" because of the fortunes the voyage that drew disfigured its banks. Its three guard-villages but the growth of rumbering made river traffic of great importance and the Scugog Canal increased rapidly.

Many while a charter had been granted in 1846 and renewed in 1858 for railway company which proposed building a line from Port Hope to Lindsay (and later to Beaverton). With was begun in earnest in 1854 and by December 1854 the head of steel had reached Reaboro. With the increasing prospect of being a railway district or subject to rapid growth the citizens of Lindsay now applied to the government for incorporation as a town.

The following year saw the incorporation of the town of Newmarket while Bradford Oakville, Sandwich, Collingwood, Whitby and Port Dalhousie followed. Then Lindsay's application was also granted, although Lindsay had most of them by legged behind.

An Act passed by the Legislative Assembly on June 10, 1857 contained the following 3 sections — Whereas from the rapidly increasing population of the Village of Lindsay in the County of Victoria (one of the United Counties of Peterborough and Victoria) and from the peculiar position thereof in the late Red County Town and its railway communication with the Port Hope and Lindsay Railway it could from the said village the power of municipal government and incorporate it as a town under the name of the Town of Lindsay etc. etc.

The chief financial provision of the Act called for a bonus of $30 000 which had been paid by the Ontario (including Lindsay) to the Port Hope railway. It was arranged that the municipal debenture debt representing this gratuity should be divided between the town and the township according to assessment Lindsay had at this time an assessment of about $300 000 and a population of about 1100

The limits of the town were now extended so as to take in not only the original township but also three additional tracts each of 640 acres.

The first of these was the old Purdy estate Lots 20 and 21 in the 6th Concession — the best part of the present town bounded by Lindsay Durham, Verulam and Colborne Streets. Hiram Biggins or his death in 1858 had willed this property to the Bank of Upper

Canada. In 1854 the bank restored the property to real estate corporation known as the Lindsay Land Company and headed by John Hamilton and Robert Lang. This company had the idea platted the into streets and building lots. It will be noted that the names chosen for these new streets were quite different from those on the old townsite. West of the river we have, for example, St. Paul Street, St. Patrick Street St. Peter Street, St David Street St. George Street, and St James Street.

The second new parcel of land included within the limits of 1857 consisted of Lot 25 Concession V and Lot 23 Concession VI on all that piece of the town which lies to the north of Cambridge Street. All this area was owned by a man schooling in the north who had belonged to Cheesecake was a retired royal officer who left Lindsay for California during the gold rush of 1849 and has never been heard of since. Modern occupancy is therefore based on tax titles.

The third addition of 1854 comprised Lot 24 Concession V and Lot 24 Concession VI for all that piece of the modern town lying north of Durham Street. This tract had originally been granted by the Crown to Colonel McDowell of Greenfield, Glengarry County the property of Capt McDonell disposed of this document. Part of it was given by him to Father Chisholm for a jolly Scotch-Canadian town (Glengarry) for refuge for Irish immigrants who came out after the famine of 1847. The little settlement which sprang up here was known as the Catholic village.

Other picturesque spots on the town are "the French village and Frenchy Hollow. The former lies in the east part of the town and was settled by French-Canadian lumberjacks, whose descendants here numbered 1/8 of the local census. The latter lies a little to the northwest of the Peterville mill race and consisted of the great crops of pumpkins grown there in early days.

The Act of Incorporation divided Lindsay into three wards. The East or Victoria Ward comprised all that part of the town which lay to the east of Lindsay Street, the the North and South Wards those parts of the municipality to north and south respectively of the middle line of Peel Street Or July 1st 1857 the government sanctioned arrangements whereby the centre line of Kent Street became the division line between the North and South wards as at present.

Municipal Officials.

The first town council met in a frame town hall on the northeast corner of Kent Street and Victoria Avenue on July 4th 1857. The civic officials of this beginning of time were as follows:—Mayor Robert Lang Reeve, Foster Cull Councillors Wm Thornhill, David Brewer Jeremiah O'Leary J Manley H S Clarke, James Welsh and J McCarthy, clerk and treasurer T A. Hirdpeth. Chief of police John Devlin.

The mayors from that time until the present have been as follows:—1857, 1858-61 Robert Lang, 1862 James McArthur and William Threshill, 1863-64 John Thomas Keenan, 1865 Wm Mc-

Russell 1856-66 A Lacquer 1858-70 Derek Brown 1871-72
George Downey 1872 Jack Dobson 1874-75 J Mowbray 1876-77
Thos W Poole 1878 to 1880 Chas. James Beacon 1881-82 F C.
Taylor 1882-84 J W Wallace 1884-86 Thomas Walters 1886
1886-1900 Robert Simpth 1892-94 1896 Lancer Ray 1894-96
Henry Walters 1900-02 George Ingle 1902-04 J M. Scrutchen
1904-07 Dr A E Vrooman 1907-10 Jnary E. Begg 1911 1913-16
F. M Read 1913 Dr J W Wood 1918 D. J McLear 1916-18
Richard Kylie 1918 96 D L McLear 1921 John O'Reilly

A Scourge of Fire

A constituent historic overtook Lindsay on July 8 1857. An electric had just been held, and the town was thronged with visitors, waiting to hear and celebrate the official announcement of the railway officer Adam Hood. When it had just been announced that James W Dorford (Liberal) had been elected Commissioner (Conservative) a fire was noticed in a small frame house on the south side of Kincaid Street where where Dr Blanchard's residence now stands. It has rumors been ascertained that the owner of the house who had not yet the building had carried only part the hand set the place of fire as the of start in a carpenter's tin landlord.

A south wind rose with the flame and swept the flames from building to building. Such a degree of Kent street west to William were soon in ashes and all the houses between Kent and Peel streets destroyed except one little log cabin owned by a fellow named Murphy on the south east corner of Peel and William streets. Further east, the famous Leland of Fourn ers Hotel (or the present Cair rise) the grist mill saw mills, and all adjacent buildings, leaped across the river by way of the bridge, and consumed Simcoe s Alma Hotel and the Port Hope and Lindsay Railway station.

By 2 30 in the afternoon the fire had burnt itself out. The area destroyed was roughly rectangular, bounded by Russell, William Peel Queen Carolina and St. Lawrence streets Four hotels, two mills the post office and numerous other buildings 69 other buildings by in odd rest ruins, and about 400 people were without shelter. Nine lives were lost but the loss of personal property was in such cases considerable, for the insurance was still in its infancy.

Disaster was great, though much food and clothing were supplied by ordinary citizens and farmers in the country near at hand, for for several days the trains left in Port Hope were besieged by refugees making bread. The west side of Cambridge Street, between Peel and Wellington was thus a common and many camped here for weeks till tiers shelterers had time to rests.

Although ruinous to the individual, the fire was a blessing in disguise to the town as a whole. Disaster seemed only to flourishing carriage and stage were at race takes in exact the brisk stores in place of the wooden buildings which had been swept away. A brighter and hrd been begun thirty years before by the lone of Frank Curtis,

lel 16 Con V a mile south of the town, and the proximity of such building material made them ambitious projects possible Within a year the Britton block Franklin Hotel (McConnell's) the eastern half of the Ecclin block (four stores and an hotel) and the Hopelow (Sproat and Killen) and McBride's) Wilson (Kennedy) Wright (Armstrong and Forbes), Knowlton (Gregory and Prescott stores) McLennan, and Sadler (Adams) blocks were completed Nearly all were handsome three-storey brick buildings, remarkable in their day and environment and still a credit to the town The fire was then 100 months of the town

Further Threats of Fires.

Never again was the town destroyed by fire but there have been occasions when destruction seemed very close at hand

In August, 1894 a great conflagration burned southward and distroyed the whole of Oakridge and has days the thermometer ranged from 90 to 100 degrees Fahrenheit in the shade Fires burned out in Victoria county on August 6th and 7th and across the boundary in Ops A week was Forests, creek houses, and farm buildings were consumed. Railroad ballast were burned away and rail Peterborough of Bridge The Lake Burning Company at Lindsay was ravaged, burning clouds of ashes, smoke and dust brought darkness and at Mcoalling to the town and a band of fire-fighters united all day long on the flat against a wave of flame that licked hungrily around the western boundary At 6 00 o.m on September 1st, a torrential rain brought this fiery chapter to a close Many of the settlers had their crops cut, and the following year saw a large emigration of farmers to Manitoba Dakota, and other western areas

A similar season of fire came in September 1827 but as no fatal had been left in South Victoria by the holocaust of 1921 the blaze was confined to the northern townships Ar Impenetrable veil of smoke lay over the whole municipality, however Many in Lindsay suddenly was limited to a few feet, eyes were tortured and sadness fell thickly

Some of the more serious local small fires during the past fifty years have been the following:—The Doheny block northeast corner of William and Kent, 1875; loss $20 000. Parkin's sawmill 1882 1888 1890 and 1902; the Scugog Paper Company's mill 1889 loss $70 000; the McDonald block southeast corner of William and Kent 1898 loss $10 000 the Pinsalin warehouses East Ward, 1898 loss $20 000 Peel Street, in rear of the Ramsay Block, 1900 loss $60 000 Jim Kennedy and Davis sawmill 1902, loss $15 000; the Carew sawmill, 1905 loss $10 000

Primitive Conditions of Life,

Conditions in the sixties and seventies existed much from those of today William Street held with Kent Street in importance as a commercial thoroughfare Wellington Street was the leading resi-

dential section of the town. There were however no sewers no town water no lights, and few ceilings. This necessities of the modern workingman were then luxuries unobtainable to all.

It is interesting to note that on April 17 1860 the day of Abraham Lincoln's funeral, this little Canadian town closed all flag staves and schools and all its flags at half-mast, and while two small cannon owned by a retired British naval officer named Hodder fired off a memorial salute to the great American.

The first telegraph system was installed in September 1860 by the Montreal Telegraph Company, who brought in their line along the Port Hope railway On January 11 1861 the first local communication of the telegraph was made by authorities receiving and transmitting appeasing to the telegraph wires in Toronto and Lindsay and so talking between the two towns The first local telephone exchange was installed in April 1881 by Bernard Feeny of the Bell Telephone Company The system began with thirty subscribers. The first demonstration of the phonograph was made in 1878 Queen House in June 1878

The police protection of Queen early days was very inadequate Rowdyism was fed by dirty taverns on every corner and immorality was an brazen and shameless that a number of private citizens formed a Vigilance Committee in 1877 and banded down all the more unlawful troubles throughout the town For many weeks the local papers kept recording another roadsey gang After this gangling of three, it transpired that the Chief of Police himself had been a protector and patron of his various slaughtered.

Cows geese and dogs wandered over all the streets unchecked until the eighties From 1853 to 1861 the foreign question in municipal politics was whether or not to prevent the poor man's cow from ranging abroad and devouring every green thing in every get vale garden A deliverance was tried which required every street grazing cow to be tethered but the tether-rope grew to be unfavourable length and in 1861 the cow was banished entirely from the streets The first dog pound was named on July 24, 1861 and imposed a fee of one dollar per dog.

Growth in Civic Stature.

The population of Lindsay has grown slowly but steadily from 1857 of incorporation in 1857 to 1907 in 1861 4045 in 1871 6089 in 1881 6861 in 1891 7619 in 1901 and 1926 in 1921 (Assessment roll figures)

This gradual development has resulted in an unusually high standard of general comfort in the town. There are few noticeable extremes of wealth or poverty There are no palaces and likewise no slums And when hard times bring the wage earners and idle hand time to closed industrial towns like Peterborough and Oshawa, Lindsay shows little evident distress.

The relief names of the town during grown at all are 11 annual-

ejual, (4) transportational, (5) industrial and (6) commercial.

The advantages which it has enjoyed as the county town are self-evident. Judicial, educational and municipal establishments have all tended to localize it in its course.

Far more important has been the gathering in of railways. Lindsay has no fewer than eight lines of railway radiating out, spoke-wise, from her hinterland. 27 passenger trains and many more freight trains pass in and out each day and the G.T.R. divisional locomotive shops, stationed here, drew a normal payroll of 118 men. The part played by the railways in publishing, road-building (but not in-ned be over-estimated.

The industrial and commercial growth of the town call for separate treatment.

Summary of Industrial Development.

As might be expected in a small inland town, the leading industries of the past seventy years have been those such as lumbering, flour-milling, tanning, woollen weaving and brick-making. These utilized the natural products of the neighboring countryside. Iron founding and carriage-making have also had numerous up to the third quarter of the district.

The pioneer mill both in grinding and in lumbering, was the Ferrell plant with which were later associated the proprietary names of Struan Bigelow Walker Noodler William Noodler Thomas Sadler & R Dundas, Wm Flavelle and & D. Flavelle. In 1854 these mills had a daily flour output of 100 barrels. In an article of 1900 they had four a 30 000-bushel grain elevator, a river fleet of six barges and a steamboat, and a staff of over 140 men. The depletion of our forests and the dwindling of the mill's annual output through the ruin of mixed farming have resulted in the extinction of all this industry. Lumbering was relinquished by 1900 and in 1911 the grinding interests then controlled by Mr & D Flavelle, were sold in a big milling merger known as the Canadian Cereal and Milling Company. Local operations were soon afterwards suspended.

Other local companies which have during the past half-century engaged in lumbering, planing and wood-working have been the following: (1) Hollis Brown succeeded on the same site by Whitmore & the Yankee mill (Dunham and Kellogg John Redd the Rathbun Co. Baker and Tyrrell and the Baker Lumber Co (4) Thomas Fee (5) Burke Bros (6) George Inglis (Lindsay Planing Mill) (8) John Dovey (9) Robert Haynes succeeded by Joseph Maunder (10) Durkin Lumber Co later the Digby Lumber Co. (11) Bilsby and Kennedy (12) F Ayley (Victoria Planing Mills) (14) Kennedy Davis, and Co. (15) Rider and Richardson (16) John Carew Lumber Co. (16) Gull River Lumber Co and (16) Lindsay Woodworkers, Ltd The last three are still active

The only surviving flour mill in use founded in 1864 by Isaac Finley and since identified with & D Martin Joseph Maunder & C C.

Flaxley and W H Woods

Tanneries have been conducted by F H. O Belrose Alfred Lisle the Robson Brothers and the E M Saul Leather Co

Woollen mills have been carried on by Wm Pandum succeeded by J W Wedlock and later by Aber, and James Harris' axe and knitting factories by Medlan and Hanlon and H Hood and son

Major Thomas Murphy founded a distillery in 1836 on a stream north of the town, still known as the Old Distillery Creek The enterprise fell through and he moved into town A second distillery on William Street only reached in the dreadful cholera treasons from drinking his own whiskey Another distillery began by Buchanan Shoney on a brewerie not ng ey Thomas Clark and James Leathem all ended a bankruptcy Greater success attended Gabriel's Brewery founded in 1873 and later run by Lloyd and Goldie, the Haslams Hallier and sons and Fred Cornell II too is now defunct

Brick-making was begun about 1864 by Francis Carthy on his farm south of the town Tds Fozes (father and son) took over the business in 1877 It is now run by C Wagstaff

The leading iron-foundries were those of Mowry and of John Makins Muk as cold out to John McCree in 1889. Tds Sylvester Tree, Mfg Co, founded in 1882 by Richard and Robert Sylvester, was one then Lindsay's leading industry Over 100 men were employed in manufacturing agricultural implements, blinders, drills, grain sieves, of his specialties and a portable Raised by specialization, the business is today being revived by Sylvesters of the second generation who are manufacturing gasoline engines. Other metal working firms have been the Madison Williams Co the Canadian Swenson, Ltd the Boving Hydraulic and Engineering Co., and the Cole Mfg Co, Ltd

Carriage-manufacture has been chiefly in the hands of James Hamilton T E Cunningham (succeeded by Cain, Carley and Curtin), Richard Kyle D Sinclair and D J McLaine Fitzsimmons, Ltd, wilef deals in auto mobile bodies, in a modern vertical of 160 nowas in the.

Among miscellaneous industries we may claim (1) the Lindsay Creamery Co of M J Lewis and the only storage business of Dunlop and Flaxley Stone, now under new management as Flavolien Ltd (2) the Lindsay Mordis Works (Robert Chambers) and the Victoria Mordis Works (W H Cresswell), (3) the pork packing business of C L Baker and George Matthews no longer in local operation (4) J M Squires fancy seed business (5) Hodgson Brea Chemical Works (6) the Dominion Arsenal shell works (7) Allan and Mayberry's Ltd., body foot factory

The imagination is appealed to somewhat by the evil fate which pursued certain firms that once operated in the East Ward on the present Bexl tannery site Here James Laidlaw's brewery first went bankrupt and then burned down Then a Purbeck Matrast Company of Montreal managed locally by James Foley erected an enormous

blind on the same spot. Mismanagement and a lack of hemlock bark brought about collapse and a loss of $25,000. A Montreal wrapping paper firm then took over and proposed to manufacture paper from wild rice cut from white lakes. Hardships intervened still another enterprise the Scugog Paper Mill Company managed by J. C. Patterson made common wrapping paper for making felt paper from pea straw cedar bark and similar materials. The excitement of a French right workman cut the plant to fire Destruction was complete and the proprietors lost all. The Rev. P. M. Bowyer-Smyth which followed next has apparently been immune from the evil spell of the place

The prosperity of the town has been helped from time to time by the civic enthusiasm of the local Board of Trade. The Board was first organized on February 12 1897, and several revival meetings have been held in 1899 1905 and 1921.

Commercial Lindsay

The number and character of the stores of Lindsay have changed little during the past forty or fifty years. The town is largely indebted to the extent of the population of the surrounding country such while the extent of the surroundings has tended to widen the area directly served, a phenomena of outward expansion in the population of the county and the wholesale closing of town mail-order houses have both done much to centralize the trade.

The actual proprietors of the local stores however have changed so constantly and it would be a useless task to list all the generations of merchants who have taken part in local trade since incorporation. I shall content myself with the following schedule of older businesses which are still existing, or which existed within the lifetime which furnished them.—1857 Jeremiah Britton (now A Britton, jewelry) 1867 H Gregory grocer 1868 John Anderson furniture 1868 W A. Goodwin tea & paper etc. 1871 R S. Porter books and stationery 1871 Dunlop & Flavelle dry goods 1873 M O'Sullivan meats 1873 McLennan & Co hardware 1873 Thomas Scott jewelry 1877 J M Maylands dentistry 1878 S. Cornell insurance 1878 A P Sprott and J Kilsy groceries 1878 A. Migisbotham brass 1878 J A Williamson harness 1881 J H Edwards, hardware 1884 G A Milne, tailoring, 1887 Alex Fisher groceries 1888 M J Carter clothing 1888 M G. Tennessy furniture 1890 Wm. McWatters, confectionery 1890 Patty Morgan, drugs 1893 R. Johnston and M H Simson boots 1898 G A Little, books and stationery 1899 F. W Sutcliffe dry goods.

At the present time, Lindsay has 27 grocers, 8 butchers and bakers 3 druggists 3 butchers 3 harness merchants, 3 confectioners 3 shoe dealers 4 coal dealers 3 jewelers 2 furniture dealers, 3 stationers 3 bicycles 3 opticians 3 tailors 3 music stores, and 1 harness dealer

The Banks of Lindsay

The Bank of Upper Canada opened a branch in Lindsay in 1858

and conducted business until the failure of 1866. The Bank of Montreal had a local agency in 1865 but for nearly twenty years it did nothing beyond accepting deposits for the government. The Ontario Bank came in in 1866 and the Merchants Bank in 1870. The Bank of Montreal absorbed the latter in 1871 and the former in 1904. The Dominion Bank began business in Lindsay in 1881. The Standard Bank and the Bank of Commerce in 1882 and the Home Bank in 1910. The Victoria Loan and Savings Co. was founded in Lindsay in 1865 under local management and largely financed by local capital.

Delayed Civic Improvements.

The last four decades have seen remarkable developments in the conveniences and amenities of town life. Electric light, waterworks, sewerage paved streets, municipal charities, and a hospital have all reached mature growth.

The tardiness with which these developments came was due in large measure to bad municipal financing during the period 1867-1891. For many years municipal officials deliberately disregarded written and unwritten laws. Debentures were issued for various purposes but the expenditure in 1866 (Table I.) carry popular favor by a few tax rais kept taking the money raised to pay off the principal and disregard its current expenses. Finally in 1891 a provincial Act forced the consolidation of the arrears of debt and payment in full within thirty-five years. The consolidated debt amounted in 1873 to $ which sum $ had been voted in railway bonuses.

Once civic government had been placed on a sound basis in this fashion the provision of modern public utilities was much accelerated.

Lindsay's Lighting System.

Prior to 1866 the streets of Lindsay were without illumination and citizens who walked abroad at night did so in unrelieved peril from mud, mires and drunken drivers. The town council at last decided in November 1880 to purchase a coal-oil lamps. One of these lamps was placed at the Wellington Street bridge, one opposite the Midland station and two older four on King Street.

In September 1881 a "Consumers' Gas Company of Lindsay" was formed with an authorized capital of $50,000. J. H. Dundas was president and F. C. Taylor managing director. This new company contracted with the town to instal 82 gas-lamps for street-lighting.

Gas however was soon to abdicate to electricity in 1883 R. F. Keenor of Newmarket established a Lindsay Electric Light Company which generated power on a foot system and was given the street lighting contract. A rival enterprise the Victoria Electric Light Co. Ltd was at once founded by Samuel and Alfred Parkin. The Parkins were backed out in September 1891 and thereupon

bought up the plant of the Consumers Gas Company on the south-east corner of William and Wellington streets, consolidated the works and set up electric power station. Competition between the two electric light companies was keen and both gave service at a loss—to the great benefit of the public but to their own embarrassment. At last, Thomas Sadler and William Needler came to the financial assistance of Rennie. They then bought out their rivals and incorporated as Light, Heat, and Power Co. of Lindsay Ltd.

The advantages of hydro-electric power development at Fenelon Falls were not considered. J. A. Chitwood of Port Hope had seen the prize first and had secured an option on the Smith Estate at Fenelon Falls that was shelved by the adverse report of a supposed expert. The Lindsay company then stepped in and snatched up the power rights.

Work was begun in July 1899 on a $70 000 generation and transmission system. The whole system, with the generating station were an 11-foot steel flume, two Samgamo turbines, and a 400-kilowatt generator. A three-phase current of 550 volts was stepped up to 11 000 volts for transmission and distributed in Lindsay at 1100 volts. The contractors were the Wm. Hamilton Mfg Co. of Peterborough. The system was formally opened on May 21 1900.

The municipal failure now over, the high flat rates charged for street lights were overthrust and encouraged the formation of a Lindsay Gas Company, capitalized at $40 000 in July 1901. The manager, John A. Burgess of Toronto, put up a plant on the south-west corner of Kent and Sussex streets. His gas-lights were tested in May 1902 by Professor Ellis and W. H. Stevens, and pronounced as hopelessly under-strength.

In 1903 another gas venture, the "Gas Power Company" headed by a Mr Lancy of Toronto, was given the lighting franchise and much social encouragement. With this firm a collapse all struggles against the electric power company came to an end.

In October, 1911, the question of municipal ownership was brought to a head by local Socialists but was decisively rejected when put to a popular vote.

Since 1900 the Light, Heat, and Power Company has been acquired by the Sorrow-Jones Company and by the Lake Simcoe Hydro-Electric Power Commission by 44,000-volt Central Ontario (or more correctly Trent Valley) circuit.

Search for a Water Supply

No adequate provision of water for drinking, washing and fire-fighting was made prior to 1892.

For drinking purposes private wells had to suffice. It was hoped at one time that artesian wells, sufficient for the town could be located within the civic limits. In 1892, a heavy flow was found by Richard Sylvester while drilling on his property on the north-west corner of Peel Street and Victoria Avenue and in 1898 the town

cement laid 6½ m here a new well sunk on Edward Murphy's pasture lot on Adelaide Street, just north of the Collegiate Institute, by Abraham Manley of Somerton Manley's auger was broken and lost at a depth of 140 feet, this as no water had yet been discovered the project was abandoned

Nothing was of providing for except perhaps, in a little house built by Thomas Sadler Jutting into the river about 20 yards east of the grist mill Here a bath could be had by paying a admission fee of ten cents to Peter Foley the attendant. Part of the bath was fitted up to accommodate children the bottom being covered with a lattice-work of leather straps thus allowing the water free circulation and preventing even the smallest child from filtering through

The only fire protection was that furnished to the business section alone by a Hand Hose of glue and a water wheel at the Flint mill which was set going whenever an alarm was given

Although from all this early date in 1882 when the town entered into an agreement with a Lindsay Waterworks Company backed by Messrs. McFall Hodgkins and Clarke, of Waterdown N.Y. whereby the company was to install a modern waterworks system, in return for a guaranteed franchise for a period of years at $6000 per annum

Construction began in June 1882 under the superintendence of W. N. Cashin. An intake filter and a pump-house were built on the west bank of the Scugog at the foot of Mary street. Two large Deane pumps with a daily pumping capacity of 1 000 000 gallons, were installed and 7 miles of pipe laid down. For storage and pressure purposes a standpipe 115 feet high and 18 feet in diameter was put up at the corner of Jane and Henry streets, as the height of land near the fair grounds. The system was tested and accepted by the town on October 17 1883

It soon transpired that the company had gotten itself into financial embarrassment and the town authorities at last decided to take up the waterworks for $60,000 and to place the system under a board of four Waterworks Commissioners consisting of the mayor the reeve and three members elected one each year by the ratepayers when that time the water service has been extended steadily and many valuable experiments were made in water purification by means but the results were not uniformly satisfactory The water is now run through a sand and alum filter and sterilized with chlorine gas.

Sewage System Long Delayed.

Proper sewage arrangements for the town were slow in establishment.

In 1873 a stone drain costing $5000 was built from the river mouth up Lindsay street to Kent Street and thence west along Kent to about the present Post Office. This provided drainage for the swampy cellars of part of the business section. No further sewerage

was attempted for another quarter of a century.

Shortly after the installation of the waterworks in 1863 the population increased sufficiently to warrant Lindsay becoming vocal, and Willis Chipman, C.E. of Toronto, was engaged by the town to make a sewage survey. His report, rendered in September 1865 divided the town into six drainage areas—(1) a small north-west area, (2) a 1200-acre Kenworthy Creek area separated from (1) by a line from the highest point of land on the western boundary to the point where the Scugog crosses the southern boundary and from (3) by a line from the corner of Kent and William streets in the corner of Durham and Cambridge streets and thence south to the southern boundary; (3) a 200-acre Lindsay Street Creek area, (4) a strip varying in width from 700 feet to 1600 feet, along the west bank of the river from Bacon Street to the southern boundary, (5) that part of the East Ward west of the line drawn north-northeast from the south end of St. Patrick Street, (6) that part of the East Ward to the east of the same line to serve areas (2) and (3), the principal streets of the town he proposed building two trunk sewers one from Sussex Street along Kent, Cambridge, Wellington and William streets and emptying into the River at the foot of Francis Street and the other north down Lindsay Street. All drains were to combine below the Lindsay Street sewer a minimum current of 3ft. feet per minute and its average discharge of 38 000 gallons feet per minute were considered sufficient for storm drainage until the population exceeded 30 000. The sewers into were for sewerage only. Storm water was to be left in the Wellington Street drain and the Kent Street storm sewer.

The cost of the Chipman system was estimated at £56 860 and as the town was subsidized from the effects of ownership management in earlier years the council did not dare to undertake a work of such magnitude. Indeed, it was well into 1868 that any sewerage construction was begun at all, and then it was none too soon, for many 'Shiloh Confluxes had already developed and been going on for years.

Summary of Public Utilities.

Today there are some 1715 private dwelling-houses in Lindsay. Figures secured from public utility officials show that 1168 (or nearly 70%) have sewerage and waterworks connection and that 1691 (or over 98%) are lighted by electricity.

The Streets of Lindsay

The streets of the town were long notorious as sinkholes of despond. The townsite consisted for the most part of tarry swamp and the roads roamed more aimlessly at first unless they followed the Indian trails. The late Charles Rubidge who came to Lindsay in 1867 often claimed to have run a mile twenty feet per pit down in the centre of Kent Street without striking solid ground. And even the present generation can remember wagons being mudded axle-deep in the slush mud of the road

From 1890 to 1910 many sensationary experiments were made with macadam, which persisted in sinking gradually into mire despite Five blocks of asphalt pavement were laid down on William Street North in 1910 and gave immediate satisfaction. From 1913 to 1918, during the mayoralty of Richard Kylie and chiefly because of his persistent advocacy all the main arteries of traffic were paved with asphalt or concrete Thanks largely to Mr Kylie, Lindsay has now over twelve miles of permanent roadway and has passed at one stride from the worst to its best It is probable that no town of its size in Canada has now such superlatively good thoroughfares.

Prior to 1853 the town was here it made free In April of that year an Act introduced by the Hon S. S. Wood provincial member for South Victoria, authorized the permanent loan of twenty-five cents for each tree planted The town council supplemented this with a subsidy of fifty cents for each tree and tree-planting became the order of the day

Mr Cluxton was given to parks until May 1912 when the Board of Trade undertook the development of the south half of the East Sussex Pool Victoria block. This Victoria Park was now levelled and seeded for the Dual fêtes. In 1907 Richard Sylvester sold the town for park purposes only the south half of the west half of all his home block asking for it only $300 his price he had paid for it twenty-five years before.

During the mayoralty of Mr Kylie, a "Memorial Park" was acquired in Ops township on the banks of the Scugog and Lions and care will doubtless transform it into a beautiful picnic resort.

A Shelter for the Aged.

The first step towards caring for the aged indigent of the town was made in April 1856 when a frame building on William Street opposite Mackie Foundry was rented by the town as a Home for the Aged A matron Miss E. R. Helps was placed in charge and supervision handed over to a Central Charity Committee. Mrs. Gerald win Mrs. Nesbonds, and other lady directors were very active in this work.

In 1866 the taxation were transferred much against their will to the Mason House building on the southeast corner of Glenelg Street and Victoria Avenue

Meanwhile a much larger institution which would accommodate the indigent of the whole county had been planned by the county council. In 1859 1856 and 1860 elaborate investigations were made, and the councillors were unanimously in favor of locating same but in each case the necessary by-law was defeated when put to the vote of the people. Finally in June 1903 provincial legislation made it compulsory for all county councils to build Houses of Refuge before 1908 and action was forthcoming at last

In October 1901 a committee of nine went on a tour of inspection of charitable institutions in other counties and decided to adopt the

plans of the Lambton county House of Refuge at Sarnia. As a matter, seventy acres on the Cattle farm lot 16 Con 7 On the southwest of Lindsay were purchased for $7 45h The building contract was let to W McLean of Woodville for $2h 500 Waterworks and sewage systems were laid down in 1906 and the buildings set up in 1908 The main building was three-storey stone 200 feet long, designed to accommodate 7h inmates. It was heated by steam and ventilated by an electric fan system The cost of land buildings and equipment totalled $87 350

The institution was formally opened on October 8h 1908 by the Hon J W Harris, Provincial Secretary and Dr R W Hurce Smith Inspector of Prisons and Charities. The first keeper was Robert G Robertson, and the first matron Mrs. Robertson his wife

The Manitoba House bulletin wished many were vacated, was turned over to a Children's Shelter on October 1 by Authority of Victoria county. This society had been incorporated under the Gibson Act in January 1h8 with Dorcas Gray as its first president and Dr W L Fleetham as its first secretary

A Munificent Memorial Gift.

Lindsay was virtually without hospital accommodation until 1h8? when it suddenly received one of the finest and most beautiful gifts in all Canada.

James Ross, a Montreal millionaire offered in 1h8h to build a hospital in memory of his brother, the late David Ross, who had been in Lindsay provided 10?1 town and county would guarantee its maintenance The offer was accepted and a site purchased on the northeast corner of Kent and Albert streets there, on a high grassy knoll, 2?0 feet back from Kent Street there rose during 1h85 and 1h86 an imposing building of red brick based on foundations of white Longford stone A main two-storey building 8? feet by 1h feet was flanked by east and west wings, each 75 feet by 1h feet Every precaution was taken to make fire impossible. The frame consisted of steel girders the floors were of English tile laid in cement the party walls were of brick the partition-walls of steel lath plastered to iron studding and the stairs were steel imbedded in cement.

The new building was opened by the donor with a golden key on November 27, 1h88 The first Board of Governors comprised the following:—Chairman J D Flavelle Secretary-Treasurer J K McNeillie Directors, Josh Austin George Bush, Thomas Stewart Robert Wyatt, and Mrs J C Grace.

The first Lady Superintendent was Miss Scott who was assisted by a head nurse and four nurses-in-training Miss Scott was succeeded in October 1h90 by the late Miss M Miller of Beaverville, and the latter on her decease in 1931 by Miss Reid, of Lindsay

Mail and Music.

Two other buildings worthy of mention are the present Post

Office and the Academy of Music

From 1861 to 1863 the post office was a modest frame building which still stands on Lindsay Street north to the existing brick. A new building of brick was promised by the government in 1867 and the choice of a site wavered between the old English church lot (the present location) and Bridge's corner. The former site was critic ised as being too far west and out of the centre of the town and a referendum, brought on by frantic electioneering, gave a greater majority of 929 in favour of Bridge's corner. It seems however that the re ferendum was not in order and that the federal Post Office Depart ment had already purchased the other site. Nevertheless on 1897 moreover was no longer valid for Lindsay like most towns and cities is less orthern hamlet grew down steadily towards the west and north so that the Post Office is now quite central The sol vent of street railway in 1912 has further resolved the question.

Work on the Post Office was begun in July 1894 Tenders for the foundations was towed to Lindsay on scows from the Big Island quarries on Pigeon Lake The main building consisted of red brick, was 56 feet long by 41 feet wide by 45 feet in height The structure was finished off with a tower and a vestibule front Where was also an eastern wing, 47 feet by 24 feet. A recent enlargement has not al tered the main outlines of the building.

The Academy of Music built in 1863 was more appeal than the Post Office In the circles Thomas E Bradburn had built a two storey wing on the town hall, and had leased it to the town council. The upper floor was used as an Opera House. Though pain fully inadequate it was all that the town knew for a quarter of a century

The Bradburn lease was to expire in 1882 and in 1880 a joint stock company initiated by R J Matchett and F Knowlson, prepared to put up a Masonic Opera House on the southeast corner of Lindsay Street and West Street Hall Work was begun in July 1880 under the contract of William Wallis of Lindsay The plans of the archi tect W Blackwell of Peterboro, called for a four-storey building of red brick 120 feet long by 66 feet wide The stage was 54 feet in width by 38 feet in depth and the proscenium arch was 45 feet in height The auditorium was modeled more with a magnificent domed ceiling The seating capacity consisted of 464 in the gallery 834 in the stalls and parquet and 16 in the boxes or a full house of 900 in all.

An opening itinerant was given on the night of January 4 1883

A Few Municipal Statistics.

The present population, according to the state tax-rolls, is 5454 and the assessment at taxable property $4,243 642 00

The levy for 1921 is 44 3 mills on the dollar and provides for the following expenditures —(1) $58 687 41 as payment to the County One-half of this amount was to be applied on the county road

system (2) $62 hhs 77 ins Public and Separate Schools (3) $12,-
2hh 43 for the Collegiate Institute. (4) $44 498 19 ins Debenture
Debt and Interest. This ins under the missing railway bonuses con-
tributed to 1884 inbuilt at Bobcaygeon and Local Improvement Financ-
ing (b) $2hh 0 0 for the Public Library (6) $47 256 10 for the
miscellaneous expenses of municipal government.

The Record of the Press.

The present Lindsay newspapers "The Watchman-Warder" (weekly) and "The Evening Post" (daily) are not only the oldest survivors of long line of journalistic enterprises in the county. They were actually among the earliest to get established and

In 1858 a joint stock company consisting of Messrs Cottingham, Irons Stephenson Macdonald and Hume, set up a weekly Methodist Warder (Conservative) under the management of Joseph Cooper and Joseph Twell Cooper had served his apprenticeship on the Dublin Warder and so liked the name of the paper when he came. It became the Omemee Warder in 1867 when the village changed its title.

The Canadian Post a Liberal weekly was begun in Bracebridge in 1867 by C. Blackett Robinson and moved to Lindsay in 1881

According to a Canada Directory issued in 1867 the field here had already been occupied by the Lindsay Advocate (Independent) under Edward D. Hall. The Lindsay Herald (Conservative) joined these two in 1882 Then in 1866 the Omemee Warder finding its position financially unstable, was compelled away by night and set down in Lindsay as the Victoria Warder. Finally Peter Murray and W M Hale began the Lindsay Examiner in 1870

Only two of these papers survived. The Herald and the Examiner died in infancy each the Advocate sold out its subscription to the Post and the Warder in 1876

In that same year R. Robinson moved to Toronto and founded the Canada Presbyterian. The Post was left in the charge of his brother-in law George T. Girrett, until 1873 when it was taken over by Charles D Kerr eight years later to Toronto.

Four years later Cooper with the "Warder" to John Dobson for $8500 and Edward Field was made editor Samuel Hughes of Toronto became proprietor and sold in 1881 Lynch a local Conservatives were soon dissatisfied with his management of the paper and backed Joseph Cooper in establishing the Watchman Warder Conservative weekly in 1882

For two or three years, the local press indulged in pages of Billingsgate probably unique in the annals of Canadian journalism.

In time Cooper sold out the Watchman to George Lytle who in 1884 bought up the Warder as well and amalgamated the two papers as the Watchman-Warder. Lytle was succeeded as editor by Allan Gilkes who, with the assistance of Fred Moynes of the Stratford Beacon launched a Daily Warder commencing May 1 1891 John W Dafoll B.A., who since became manager

THE TOWN OF LINDSAY

Many while C. D. Barry was appointed county registrar in 1881 and the land was taken over by George H. White & Port Hope on July 1 1882 The weekly edition was supplemented by a daily Evening Post beginning April 1 1889

Two new rival papers were founded in 1880 and 1901 but were short-lived Sam Foster in the Post still published a Lindsay Newspaper for a few weeks in March and a Free Press started on May 5 1901 by J V McNaulty and H J Morris gave up the ghost on February 28 1919

During and after the Great War of 1914-18 newspaper costs became so crushing that the proprietors of the Post and the Watchman Warder entered into an agreement on March 1st after Sept 1st 1920 the former absorbed their weekly edition and the latter their daily edition This arrangement is in full in force

The staffs of the local papers have had several distinguished graduates. Samuel Kydd once with the Warder and the Advocate became editor of the Montreal Gazette in 1848 while the late W. H. Osborne 3d years editor of the Stratford Beacon the late E. J. Fox, M.P.P. the late J. T. Johnston of the Toronto Type Foundry and F. H. Dobbs 37 years Managing Director of the Fairbairn Review all served with the host.

Newspapers have also started in elsewhere in the county After the departure of the Warder Dominion and the Herald and "Mirror" both now defunct in Bobcaygeon the Independent founded by H. B. Hall in 1873 and published for many years by the inimitable Charles E. Stewart has a current circulation of 750 Fenelon Falls has had three papers and the Star. The latter is no more but the former sold up by E. J. Heard in 1879 and now run by the Robertson Bros survives with 800 subscribers. Woodville long has its weekly the Advocate founded in 1877 by Cave and Heathcote but this paper has since been amalgamated with the Recreation Telephone.

Still a Country of Sport

The past fifty years have seen great local interest in athletic sports of every kind Perhaps no other factor in civic life has done more for the health and the democracy of the town for participation has been general and the spirit of healthful competition productive only of healing.

Water sports may conveniently be dated from the formation on May 8 1878 of the Victoria Rod Club This club sought to encourage canoeing rowing and yachting but specialized in the latter Some of the yachts which took part in the enthusiastic contests at the time were the Wide-Awake the Wave Comet the Breeze the Spray, the Ruby the Sheenpa the Wave and the Emma.

The latest descendant of the Rod Club was the Lindsay Canoe Club which in 1898 built a large two-story club boat-house of the kind of Kent Street East The ground floor was stored with canoes and skiffs and the upper floor fitted up as a gymnasium The personnel of the club consisted of a white diamond set in a crimson bordered blue cloth and inscribed with a figure of a green bull frog running

This intern has been opportunized in recent years by Sturgeon Point but is less appropriate there than in Lindsay.

Where nothing tells its rarbid this
And hell rage bellow on the nearby side"

In 1888 the Lindsay Canoe Club was the largest in the world, but its decline soon followed with the development of Sturgeon Point and the development of the power inventions which made it possible to travel by water without sweat.

Among winter sports curling is preeminent. The Curling Club is a great force working for civic betterment for human citizens of every creed, race, occupation and condition of life play together in the utmost goodfellowship.

The club was first organized on December 11 1874 the original members were J Watson (president) G H Bertram D J McIntyre J M McLennan, J Matthie W Meeker S A McMurtry M Gladstone Rae J Hastie and J D Flavelle.

The first season was spent in a rink on Victoria Avenue rented from Thos Foo. By the season of 1875-76 the club was housed in a rink of its own on Kennedy Street. The present Peel Street rink was built in 1885.

In 1895 after 21 years of play the club had won many prizes and competitions than any other club in existence. A few only of its achievements are—the grate event for all Canada was the U.S.A. at Montreal in 1884 the Gotzite Tankard 5 times in 10 years the Governor-General's Trophy 4 times in 12 years, the Royal Caledonian Medal 3 times in 8 years, the International Cup 3 times in 16 years and the Ontario Curling Association Medal 5 times in 15 years. The figure of the club is of course Mr J D Flavelle.

A Lindsay Snowshoe and Toboggan Club was organized on December 11 1888 with C E L Porteous as president and W A Wilson as secretary. The club built a toboggan-slide on Lyons hill in the North Ward and was active for several winters

A Lindsay Skating Rink Company formed in December 1880 built the present Lindsay Street skating rink. The management consists of A Cameron (president) J D Flavelle (vice-president) and F C Taylor (secretary treasurer)

Hockey now began slowly to develop. The climax was reached in March 1909 when the Lindsay "Midgets" won the Intermediate Ontario Hockey Association championship by defeating the Stratford "Midgets" 7—6 in Lindsay and 8—2 in Stratford. The successful team consisted of the following.—Basil Newton (goal) Louis Kool (point) Clifford Sullivan (cover) W Stothard (rover) Kenneth Randall (centre) Ray Blanchfield (left) and Fred Taylor (right)

Summer field sports have included cricket, lawn tennis, rugby football baseball and golf

The high water mark in cricket was attained on August 7 1885, when the Lindsay cricket team defeated Toronto on the local school ground by eight wickets The Lindsay eleven were G F Hall H Boyd, J C Grass, G Mallett J A Barrow W Grass, W Jones J S.

Smith C Veitch R McLennan and R Musgrove.

The first tennis club was organized on July 21 1884 with C B. L. Fortesta, F Harman, S. A McMurray J. D Flavelle, and T Dean as an executive The club was revived again in 1888 Grounds were secured on the southeast corner of Russell and Mill streets on the to-last club house built and these courts developed under the ground old elms which embellished the grounds Matches were played against teams from Millbrook, Port Perry Uxbridge and Bowmanville. The three outstanding local players were Peter Kennedy L. V. O'Connor and C H Fotheran All three played in the provincial championship matches at Toronto and Southeram in 1911 defeated the champion of Ilaiton in the finals for the singles championship of Southern Washington

A Rugby football club was organized in Lindsay in 1892 by W H Shurmer but met with no outstanding success until November 27 1906 when, with a season's record of four wins and no losses it was the Junior Rugby championship of Ontario by defeating the "Capital" team of Toronto by 5 to 3 The Lindsay fourteen comprised the following —full back, Sylvester Bolton, H Greer Colton F Green quarter Elliot scrimmages McQuarrie, Duggan Newlands wings McHugh Hoyt, Carney Meade, McKenzie, McGregor

In bowling, the key of greatest felicities has probably been October 1 1904 when Lindsay won the pennant of the Midland League by defeating Bowmanville 16—7 The Lindsay players in this were Chrisstowe Lester Little Marks, Munster Miller Medill Mc Laglin Stather and Workman.

A golf club has been in existence for a score of years and owns an admirable golf course and club-house just west of the town The expense attendant on the game involves a budget highly out reckoned if its been using the same unobtrusive sporting organization in a splendidly democratic town

Chapter VII

The Record of the Rocks

The changes wrought in the appearance of Victoria county in a century of Anglo-Celtic civilization are surely startling. Yet this is concealingly great a space of time which lie in the geological past of the world new stranger sights yet and we must know this earliest history of the country if we are to understand some of the commonest features of the landscape of our own day.

Norland on the Pacific Coast of Greenland.

Some fifty millions of years ago in the Cretaceous Period of the world, there were only three great continents, some of which corresponded to the great land masses of today as Indo-African continent comprised modern Africa, Asia Minor, Arabia, India, and Malaysia, and the whole vast intervening bed of the Indian Ocean. A Hercynian continent included the northern half of South America, the West Indies, and the Appalachian system of the United States. And a third as "Greenland" continent stretched from Quebec on the west and Greenland on the north over the whole of the North Atlantic to Scotland, where a fifth range of "Caledonian Mountains" was worked on the east by the Pacific Ocean (for most of modern Europe and Asia was still under water). At the south-western end of the Greenland continent, an Algonkian Peninsula ran across Northern Ontario and on west of Hudson Bay as far as Coronation Gulf. From this peninsula a promontion ran south into the highlands of Old Ontario. The central and western parts of North America were not yet in existence and the waves of an even greater Pacific than that of today rolled over South Victoria to break on the stern granite shores of the continent upon which Northern Dakota, and Peace River Land now lay. Many men lived in that time in south have sailed straight west from Scotland to Edinburgh Scotland, without changing his course. And had he sailed eastward he would have witnessed tremendous volcanic eruptions in Newfoundland and New Brunswick over all the extreme north of the Hercynian continent. However man was not yet on the earth. The highest forms of life were still only molluscs which in some cases, had shells till toot feet long.

Practically all land at this time was granitic rock formed by the original cooling of the earth's surface and now emerged from beneath the ocean as three great mountainous continents. The scenic hills of North Victoria and Haliburton are thus part of one of the oldest mountain systems in the world (aside where the Rockies and Alps are only healthy babies of yesterday. Rivers among these hills brought

deposited great areas like that which were deposited in the north-eastern North Victoria, Riverina and Inland Plains, transformed their rock-bed into limestone. Two recurring formations are usually noted. The oldest is known commonly as the Black Reef, but is also described by scientists as consisting of Lilydale Coral, Colebrook Leaf, Lowalilie Limestone, Theyer Creek quartzose, chiefly to the north of the Kawarthe lakes. The later formation, known as the Trenton Limestone, also crumbles the Black River to areas of north Victoria.

By the advent of Lower Cambrian later epoch the Carboniferous in which most of the important coal beds of the world were formed northern Ontario and most of the Hawkesbury area was also risen above the sea thus joining themselves to the Precambrian continental Laurentian and the limestones of the district were now inland instead of beneath the waves and the warm sea was gone from many areas. Only the New York State Never again was Victoria Cavalry embarkment and, as a result of no harm as real body of the fossils except in the very earliest times Districts however which were submerged in the Carboniferous epoch show wonderful vegetation. There were rich flowering plants but ferns were very fine to height have only a few shapes feet, and club-mosses actually grew to be fifty feet in diameter and one hundred feet high. Remains of rich and sandy insects were rare down, but the higher classes were still missing.

Another epoch such as these or a year in length, brought A
us the mesozoic but in the Jurassic Period they reached their greatest in the Triassic orb main even the Pleistocenes trees can long-necked Liverpool lizards with flippers and the head addition the monstrous Dinosaur ten hundred feet five thousand And the day was destroyed by Mesozoic flying lizards. It was of age of nightmares rich the chimaerical forms of life would stagger belief were it not for the manuscripts laid records laid bare in Wyoming and other parts of the Middle West. There is no doubt that these monsters reached Stage by abroad in the long Triassic of Omonee and Lorasville, but there reunion had its one way or this the fifteen million years that name after rich origin away by transformation early in which Canadian conditions have preserved other hare.

In the late period the carnivorous, real sea-serpents seventy-five feet long grown from the ocean shore are far north in Ontario. The Eocene period, lithography and again was marked by a complete disappearance of the great reptiles. At this time Europe, America and Asia were all joined together

The Great Limestone Cliff.

Later periods, the Oligocene Miocene, and Pliocene saw North America gradually take on its present shape. During all these epochs enormous of Carboniferous times, the forces of erosion had been busy in Ontario between the granite and the hard superimposed Black River limestone, and between the latter and the hard Trenton limestones soft strata and shales had been laid down. As water froze, and ice carried out their slow work of destruction, these soft

rocks were eaten away more rapidly than the others and so created the level plateaux of hard limestone which locally form the north (fenestrated) ridge by a precipitous cliff ranging from 15 to 150 feet in height. These cliffs, known technically as cuestas are still quite distinct today although changed in places by later glacial drift.

The Black River sandstone has been noted by many geologists. It lies on the border between the Limestone country and the granite country and can be seen near Black Lake in the Gull River valley above Cobocook in the Burnt River valley and at many other points.

The Trenton consists of two distinct beds of rock. The study of Ontario stratigraphy (For technical discussion see my article in the Canadian Mining Journal Vol XLII No 1) as 200-214) lies to the south of the Kawartha lakes, outside of the region of economic minerals and it is doubtful for that reason that it had hitherto been carefully studied.

It can be traced best by starting just at the toll of the Grand Trunk Railway at Kinmount's Crossing 11 miles north of Lindsay Here it appears on the Dark Creek crown land Reserve (Township) directly at their rapids west past Selby McLaren's Creek as far as the 2nd Concession of Fenelon. The so called "Panida Hill" just east of Lindsay is chiselled down the face of this cliff which is some 140 ft in all years in age. On Concession II Fenelon, McLaren's Creek passes out through a wide valley. The cliff can be traced from there north here and is easily traced as far north as Lot 19 Concession III, where I striked west till I is north of Cameron village. More great glacial deposits of sand and gravel obliterate it, but it is found again just west of Islay From Lot 18 Concession I Fenelon it cuts across to Lot 7 Concession XI Bexley just west of the township boundary, where it shows as the Eldorado road quite prominently Thence it runs north till a little past Coboconk where bends around in the west as far as Lot 18 Concession VIII Eldon where the C P R passes through it On Lot 19 Concession VII a creek, tributary to Balsam Lake, passes out through a swampy valley The Trent canal follows up the Tit of Eldon as far as Fenelon Lake Station where it forms a very bold bluff before turning on a south-western direction. At Argyle is another stream valley but on Lot 15 Concession II Eldon the cuesta appears again and runs west into Ontario County on the 8th Concession of Thurlow.

Every foot of this thirty-five miles of Trenton unexposed west from the Scugog River in Ontario County I have explored personally on foot or by bicycle. East of the Scugog I have not yet followed it as so carefully but I have located it at several points as far east as Pigeon Lake and have no doubt that it is practically continuous right across the county The Scugog flows out through a wide valley and the cliff rises, some of the Brien farm, just north of Pillytown, and runs northward behind Plesance Point It is steep here but not precipitous. Following Sturgeon Lake for some distance it runs down steeply west of Emily Lake reappears on the east of Emily Creek and after circling north somewhat, runs down the west shore of Pigeon Lake. Here, on lot 18 Concession X, Emily is the last

outcropping which I have mapped personally

Scugog River Once Flowed South

In the Pliocene Period, all rivers in this part of the country ran south or southwest, pouring through the continental sea like plateau which it borders, by wide, steep-lined, rocky valleys. None of the present local lakes were in existence. Two small streams, which rose northeast of Pumpkin Falls and near Fairgreen respectively flowed southwards bank: the one as far as the low modern area at Sturgeon Lake and joined their waters two miles south of Sturgeon Point to form the Scugog River. The Scugog then proceeded south, a little to the west of the present course. The narrow section of Lindsay was directly in the river bed. The river received several water channels about the Scugog Lake shore boundary of Mariposa Township, and then flowed through to the east of Scugog Island and out by Myrtle as the C. P. R. The modern Scugog Lake was then but a swamp.

Another river was the Eastern Head River had the same upper course as today with its Gelert and Irondale branches. There was no Cameron Lake and the old river crossed its present bed from the northeast to the southwest between Pumpkin Falls was a low limestone ridge over which water passed for the river flowed southwest through a great gap in the escarpment three miles south of Cambray village and on Orange Goose Lake on the Magnetawan Eldon Peterboro boundary. About four miles straight north of Cambray it was joined by another river whose main stream was the Gull River flowing down through Coboconk. This united river was augmented, in what is now the bed of Balsam Lake, by tributary streams from Northeast Bay and Cloyne Creek. Further flowed north pressed on the west side by a rock gorge a mile and a half straight south of Bewarn. The combined waters at the ancient Gull and Head Rivers proceeded southwest along the upper valley of Marlowe Brook and left the county near Mandlle Junction

Still another river began in twin streams which rose in Mack Lake and Bear Lake Laxton Township and flowed down the upper valley-system of Pretty Creek and Talbot Creek respectively then formed a junction near Kirkfield and passed in southwest in Ops Argyle and Lornsville.

All these rivers were of very long duration and cut worn wide, permanent channels through the hard limestone plateau which sloped gently towards the south. At many points the origin of their valleys are still discernible but the ancient drainage system was mapped out by scientists nearly a score of years ago

Lindsay Under a Mile of Ice.

At the close of the Pliocene Period about a million years ago there came a time when the northern half of the continent as far south as Ohio, was covered by an immense glacier The cause of this glaciation is sometimes ascribed to a diminution of carbon dioxide in the air and sometimes to a great periodic wobble in the earth's axis which so they say, shifted the earth's poles for a time. Whatever

may have been to blame, Lindsay was crushed under an almost impercepitible moving sheet of ice 7 miles in depth, barrel of these ice ages followed are rather well interpreted periods in between.

The chief records of the glaciers was the rock-striae, any of the older drainage systems. Clay soils gravel soils barriers were scattered from the last Drift or Early and Middle Wisconsin over the countryside. Almost the whole aspect of this area today apart from the limestone outcroppings was already described, the result of these glacial deposits. Thirty soils and several ridges are found in Lo 10 Concession IX, Elder, whereas the Peel McNichol has drew ballast in construction days at Lot 11 Concession II, Bexley were in the north of Cambray on Lot 23 Concession VII Fenelon at the southwest shore of Canpraver Lake and at the Limbeck sandpits. Much more important was the formation of recent ranges of moraines hills running east and west for 600 miles from Lake Ontario. This range is nearly twenty miles across from Mt. Horeb, with Kaminstiquia in the west and Lake Nipigon extends from Orangeville as the east as Trenton. Highbrush the old river system of comple after rod today rill the drainage waters of Victoria Haliburton and Pahgwa no Counties from the south for the east. Still north north of Trenton before they can ship past this great barrier first mass blockage took place further north into the north of Cambray hills. The river shortcuts ran south past Gloucester and Cumbrae were choked up. The Gull River cliffs the break also from south of Balsam Lake has stopped over all the lowest point at Kembridge, this the east river basin. As this, too, had been blocked the water spread out to form Canard Lake at Hill Island for the first time over the limestone ridge at Fenelon Falls into the north valley Here, again, the Scott creek channel was ridged up with glacial moraines and the water used it form Sturgeon Lake and overflow across Limestone rim at Babcaygeon. More than this the valley at the Sturgeon was so filled in their shallow paddle at its southern end, the present Sturgeon Lake, it formally eight feet above Sturgeon Lake, which has in the high levels of the old pre-Trent valley. The first channels however that before the Babcaygeon barrier were drawn to the present level the Sturgeon valley was flooded and the Iwa trees joined for a time

Ancient Niagara River at Fenelon.

However before the drainage system took on permanently its modern form, there intervened a short period when their region assumed considerable importance. It was just as the close of the last glacial epoch. A great barrier of ice slowly melting rearward by reason the great ice highlands from the Adirondacks to North Bay and Lake Superior Lakes drop its longer than the Lake Ontario, of today, occupies its present basin red clays sulphuring tertiary ry well and had its rim near Rome, New York Lake Algonquin of much larger lake still took it mark of the basins of Huron and Michigan and covered considerable more land to load for this pressure of the great ice sheet just to the north had pushed the surface of the earth here-boots much lower than before rather a broad bay of this lake ran down from the northwest into what is now Lake Simcoe Another bay

that coal from near Rabbit Lake. This bay had a very irregular outline. It formed a narrow basin, Kirkfield and Victoria Road, then expanded into a larger Balsam Lake and spread out into the Cameron Lake channels to north and south. Just south of Bexley was an island two miles long, as the shore of Lake Algonquin ran just east of Bellwood Mitchell's Corner and Uphill. This Kirkfield bay was thus about sixteen miles in length, from Lindsay at Fenelon Falls.

Through it, for a long time, passed all the waters of this upper lake system, which at this period emptied itself through the Kawartha Lakes into Rice Lake then a bay of Lake Iroquois. The first fall was at Fenelon where Lake Algonquin descended in falls by which, record brave thirty feet, instead of the present twenty-three. Into Sturgeon Lake, The buried rock Horn and underrock bushes of this great shore may still be traced in the neighborhood. Sturgeon Lake was 9 feet higher than it presents, but very similar in shape. At Pleasant Point, the first village site on the road to Lindsay, just at the edge of the swampy beaches and former cottages, amidst the older shore of the lake, formed beaches and dunes have been located since all the shores of the present second fall high time of early white fur traders of the seven of today. The white, strongly rounded, rock-former channel gravel is here and there with Juniper is even clearer than that at Fenelon Falls.

The river of this late period some 30 000 years ago the mammoth a huge woolly elephant with curved tusks ten feet long, has visited Gallatin through the subarctic spruce forests of Woodville and Cobourg and beside it caribou moved from Ontario to Kirkfield. Not very human hunters lichens for such inhospitable grass for Toronto have been found the first weapons of Indians.

But change came gradually and inevitably as the great ice barrier to the north melted away and the waters of the height this warm region flowed on towards the north as the Fenelon Falls which formerly lower than Sturgeon Lake fell about 11 Aug. 1911, Lake Algonquin was poured back to the present Sturgeon Bay where the and found a new lower or list by way of St Clair Erie, and the Niagara River.

Strange, Trite Geological Wonders.

Men in these latter days seem to have lost their capacity for wonder. The unseeing eye was probably never so common as in these times. It appeared unfashionable. Till surely we see Rome a monumentary thrill by remembering that Norland and Bruce River were once on the Pacific coast of a great Green gap continent that the Seaforth River near Bowen south that Lindsay was once buried under a mile of ice and that the Niagara River of a formless age formed down through Fenelon Falls and Bobcaygeon

Chapter VIII.

Annals of the Red Man

Shattered brushwood over our countryside like the evidences of an earlier civilization than our own. The removal of primeval forest by the pioneers of last century laid bare the bones and patchwork of a vanished race and from out the plough there rise their hilts and weapons and furrows through hearths that lit blackened by the ashes of their village fires. A few of these traces belong to a people whose diminished descendants still linger on in thread-off terrains of our Province but by far the greater number must be ascribed to times much more remote and to tribes of somewhat different culture. For the aboriginal folk now with us did not enter these hunting grounds until the second quarter of the eighteenth century while most of the villages in the Victoria County are associated by huge pine stumps whose age pushes back the reckoning by at least the fifteenth and fifteenth centuries.

Who These Ancient Villagers Were.

In identifying these ancient tribes we are still altogether left to guesswork for the formation of the first white explorers in America, coupled with the efforts of modern archeologists have rescued their identity and culture from the night of oblivion.

In 1498 Sir Cabots explored the Atlantic coast of America from Labrador to Cape Hatteras in 1535 the French navigator Jacques Cartier first reckoned the St. Lawrence basin as far west as Montreal. At this time the northeastern part of North America was peopled by two great races Indians. The Algonquins were spread throughout Dakota Illinois Michigan, Wisconsin all eastern Canada except Southern Ontario and all over the Atlantic coast. They were the Blackfeet, Cheyenne Arapaho Cree, Shawnee and Ojibway tribes and still a hundred others. It was these Algonquins who made the deerskin suit for the English and Dutch rulers from the eastern seaboard. Lying like an island in the midst of these Algonquin peoples were several great race Iroquois of these Iroquois are more superior in culture and social organization. This was the Iroquoian or Huron language race who occupied modern Ohio, Pennsylvania and New York, and that part of Ontario to the north of the great lakes highlands. This race included the Cherokees Susquehannas, Erie Neutrals, Tobacco Nation, Hurons and the Iroquois Confederacy of Mohawks, Oneidas, Onondagas, Senecas and Cayugas.

The most modern theory of modern archaeologist assigns to the whole Iroquoian race as original source of a limited area situated about the

mouth of the Ohio River Here they evolved their typical civilization. Dwellings in stockaded villages, tilling soil, and revering the archaevanoch societal organization To the north, in central Ohio lived the mysterious Mound builders whose monumental works still persist to mystify or labor generations Beyond the Mound builders, far west of Algonquin tribes About the 15th century the Iroquoian entered on one of those wholesale migrations which were often to the history of primitive man. The Mound builders felt the first edge of their aggression and were exterminated except for a few who were absorbed or driven northward into Ontario Their presence here is attested by the famous Otto effigy mound pierced on the South shore of Rice Lake, and perhaps by two small mound graves on the south shore of Gilbert Island Pidgeon Lake The storms of recorded migration now split up into the main currents. The Iroquois, now entrenched in the Valley of New York and settled there The Hurons, the Tobacco Nation and the Neutrals crossed into Ontario and settled in the region Lake Ontario and their Algonquin enemies The Hurons, apparently pressed on down the St. Lawrence valley to Montreal, the hero in 1535 Cartier found the villages and countered with their chiefs

This was the time at which Victoria County comported its imaginal Indian population. Between the circle roughly wilderness of Dalhousie and Longford on the north and the meridian Mile of Durham on the south lay country well suited for a Huron settlement The soil favored their mainstay crops Lakes and rivers gave them fish and rudimentary roads routes The forests in all directions swarmed with game Every natural factor of food supply and defense Huron Province Huron villages cities have been located through out the country

Daniel is sometimes said on the identity of these Huron cribes, and main recent writers refer to them as Algonquian Their pottery, if genuine is not of the pure Huron type but is rather a blending of Huron and Algonquian The Algonquin, seldom inclinate Huron long known, similarly associated with Huron nationalists How the Champlain who passed through the Kawartha lakes in 1615 and found Victoria County deserted, was told by his Huron allies that they Hurons we had occupied this territory and had only recently with drawn to the district west of Lake Simcoe in order to consolidate their position against their Iroquois enemies. This account is corroborated by the reports of the Jesuits who labored among the Hurons from 1633 to 1649 These creditable witnesses assert in their Journal for 1639 that the Rock tribe and Bear tribe of the Hurons had on late as 1636 and 1640 respectively emitted war from Victoria County and amalgamated with the tribes in Simcoe County This testimony should certainly be final. The differences in pottery betrays probably remote extensive intermarriage with Algonquin tribes to the north. This becomes fourly probable when we remember that the Indians, women also not the men, made all pottery As for the shape of their buildings, it is unsafe to insist on long houses in Huron villages. The long house was the exception rather than the rule in large, permanent towns, while the Jesuits testify that the typical Huron home was square, built the length and breadth being about thirty feet

Camp Sites in Victoria County

The diligent research work of Colonel George E. Laidlaw of Victoria Beach has made it possible to set forth a list of fifty-five of these Huron villages. The outstanding difference between these sites and those fifteen others of more recent occupation is the relative scarcity of flints (thus indicating an Agricultural Hite) in the complete absence of iron weapons and other signs of contact with Europeans, and to the great age of the trees which overlay them when first observed by modern pioneers. Many of these sites are now almost obliterated through long years of cultivation and can only distinguishable by the blackness of the soil in which they have come to rest.

The knowledge of Emily Ogden Mathews about the dates of Huron occupation. Whether this absence was actual or whether the present occupants of the soil have failed to report any camp sites to Colonel Laidlaw is uncertain.

For the sake of the county the record stands as follows

VERULAM TOWNSHIP —(1) Lot 8 Con 8 R. Mitchell owner This is a large site and covers quite a considerable area.

(2) Next one-half Lot 28 Con 8 E. Fogue owner

FENELON TOWNSHIP —(1) Lot 1 Con 9 On low ground about 1½ yards south of McLaren's Creek and half a mile west of the Fenelon Road Messrs D Brown and Weldon owners.

(2) Lot 1 Con. 4 on a level knoll on the north side of a spring. This is at Cambray village about three miles from Site No. 1 Owner Wm Sinclair

(3) North one-half Lot 8 Con 1 A small village site on a point of land jutting west into Goose Lake Owners G F. R. Coates.

(4) Lot 10 Con. 1 Good old Huron Lake Owners Tibbs Douglas

(5) Lot 12 Con 1 on the top of a high bank nearly a mile northeast of Goose Lake This was a large village and has furnished many relics Owners Neil Clarke

(6) East part Lot 31 Con 1 Alex. McKenzie owner

(7) West part south one-half Lot 29 Con. 1 D F McKenzie owner

(8) Lot 28 Con. 1 D. Bruce owner.

(9) West one-half Lot 24 Con. 2 Alex. Jamieson owner On this site covers a strange semicircular embankment, twelve feet wide and two hundred and twenty feet long. The camp lay west from this embankment and a small stream about eighty yards to the east Pioneer legends state this earthwork was thrown up by French traders who came in from Heaviside and were killed out here by Indian savages. However immense pits stumps are found as big as the embankment and definitely put its age back from centuries to a period antedating the discovery of America by Europeans. Its position, determined by high sandy knolls to the west, also makes defence a historic explanation for its construction Another suggestion hints at its use in connection with game-drives but for this its creation would be unnecessarily laborious Perhaps it has built as a totem record by descendants of the fugitive Mound-builders or by an irregular tribe

which had absorbed some of their customs.

(10). Birch Point, Salmon Lake being broken west 26, Con. 2, Dugald Sinclair, owner.

(11). Farrington's, Long Point, Salmon Lake, on a hill between West Bay and South Bay.

(12). West part Lot 28, Con. 4, Archibald McArthur, owner.

(13). Lots 14 and 15, Con. 6.

(14). Stewart's, Lot 13, Con. 6.

(15). Lot 23, Con 8 Small camp in knoll Owner W F. Rumbletem.

(16). Lot 10, Con. 10 Sargeon Point, on rising ground a few yards west of the township Hall.

ELDON TOWNSHIP.---(17). Lot 12, Con. 10. W Thornbury owner Five miles north of Coboconk.

(2). East half Lot 20, Con. 8 D. McArthur, owner

(3). Lot 22, Con 8 Large site on high north bank of Gull River Owner, Mr. Trimble.

(4). Lot 23, Con 8, W J. Stanley owner A very compact site At the north foot of Logan's Hill on small north bank of Butternut Creek

(5). Lot 42, South Portage Road. Owner, Mr Place.

(6). Lots 84 and 46, South Portage Road. Semi-circular site on high ground on the north side of the range of hills that line to the south and east of Kirkfield. Owner, Mr. Macdougall.

(7). South end, Lot 53 South Portage Road. A mile south of Grass River ...n the north side of a hill Owner Wm. Fry.

(8). Lot 64, North Portage Road, Moses Mitchell, owner Site on a point on the south shore of Mitchell's Lake.

(9). North end, Lot 59 North Portage Road. Small fishing camp near Portage east of Grass River from Mitchell's Lake.

SEELEY TOWNSHIP.---(1). Lot 1 North Portage Road, Rummerhead Hill.

(2). Hanley's Point Lot 2 S.-northeast Big Mud Lake.

(3). Head of Portage Balsam Lake Block E

(4). Barrack's Block E Balsam Lake.

(5). West side of Indian Point Salmon Lake about three-quarters of a mile from the end Owner J. N. Carnegie.

(6). West one-half Lots 3 and 4, Con 2 Mr Timms owner

(7). Lot 12 Con 2 S Southern corner Site on crest of small tongue of land running into a swamp.

(8). Lot 5 Con 3 McKagge owner Site on bend of Perch Creek

(9). Lot 5 Con 5 Corbett's Hill Large village strategically placed commanding the divide between River, Lake and Balsam Lake.

(10). South 8, Lot 11 Gull River Range.

SOMERVILLE TOWNSHIP.---(1). Lots 58 and 57 Front Range, E Bonner owner Site on rising ground half a mile east of Big Mud Turtle Lake

(2). Lot 55 Front Range, a quarter of a mile from the previous site but on the opposite side of a valley Owner Mr. Wallace

(3). Lots 69 70 and 71 Front Range Edward Lee, owner On a flat 100-yard ledge, fifty feet above the east shore of Big Mud Turtle

Lake

LEXTON TOWNSHIP —(1) Mud Hall Lots 5 and 6 Con 5 on the south side of Beech Lake

(2) Lots 11 and 12 Con 8 Mrs Staples and S Whitethorn owners. This village is about 400 yards from the northern edge of the limestone formation which forms quite a remarkable escarpment.

(3) Lot 19 Con 7 David Hilton owner This site is about 440 yards northwest of the previous one, and is reached by a road parallel to Beech Lake. The same locality was occupied for a second time at a considerable distance from Silver to Hook Lake.

DERBY TOWNSHIP —Lot 28 Con 3 F Bath owner This is on the Head River two miles below Hook Lake and is on the same owners as the Laxton village

CARDIN TOWNSHIP —(1) Lot 5 Con. 10. Patrick Duggan owner On high gravelly hill

(2) Lot 6 Con. 6 F Whaley owner

(3) Lot 15 Con. 4 F. H. Cheriton owner This village surveyed five to six acres in a valley on the east side of Lower Mud Lake

(4) Lot 21 Con 8 also F. Lower owner Lake Owner Mr Boyle.

Thorough search by Col Laidlaw has failed to reveal any village sites in the granite regions at Digby Dales and Longforth Villages on Lot 3 Con 11 and Lot 1 Con 12 Mou Town ship are within a mile or two of Lower Mud Lake and were probably closely related to sites Nos 3 and 4 in Cardin.

In addition to the numerous settlements just detailed there have been listed some forty eight different localities throughout Victoria County in which implements have been found but which as such beds the only sure real of a camp-site, have been located.

It is instructive to note that nearly all these villages were built at some distance from the main lakes on headwaters. The Huron tradition was based on agriculture and was driven inland by the more favourable soil found there. The measure of travel involved in ways overlooked from this is year's acquaintance or unbelievable ease. Such control destruction has this associated with their homes were hidden by some wooded lake and formed about with a stockade of trees of branch or hill. On the occasional fishing have we ventured to leave the shore. It was an age of danger in numerous internal violences was the price of existence. Any hour of the day or night might bring the onslaught of a legion of screaming furies.

Strange Works and Stranger Ways.

The life of these tribes their homes, food, kitchen, tools and weapons, their domestic customs, their manner of marriage, warfare and burial are all strange to the conceptions of our time. Luckily the Jesuits, who lived among the Hurons at a slightly later period have given us a full and graphic account of their works and ways, an account whose completeness and reliability receive almost superfluous the after detail corroboration of modern archaeological research

The typical Huron house consisted of a scaffolding of saplings,

about thirty feet in length, breadth and height and covered over with shouls of bark. Doors opened in the sides both at the entering one saw a single room with earth shelves four feet from the ground, over which lines the wall on either hand, as in a large sleeping car. First were built up to the earthen floor down the centre of the room and the smoke filtered out through a hole in the roof. At right such a Huron lodge would be like a gigantic pie safe full of linen and smoke with dirt, rabbit bodies strewn around and a bedlam of shrieking children and squalling boys in some of the larger villages a house was sometimes extended to sixty times its frame length and here the informal confusion was seen worst not least. From twenty to one hundred families would be found in the larger. In a series of outer lower rooms, in which privacy restraint and decency were luxuriously odd.

Their simple food was Indian corn without salt prepared in a variety of unpleasant forms. Dog-flesh was highly prized and rarely obtained while the more delicate portions and better cooked parts for times of special feasting. Hiawatha flesh was also esteemed wherever they were fortunate enough to capture many of their enemies. There was always a problem of torture after which the bodies were divided and boiled in kettles. On a single occasion in 1639 six hundred Iroquois prisoners were slain in this manner. Among the Natchez aristocracies at St Joseph Indian rallies were of Grillia were repeatedly urged to join in the feast and their brats were thrown cooked portion in through their chapel doors.

Agriculture was the foundation of the Huron system of society yet their methods were very primitive. The land was burned by fall towards burnings and chopplings around the base of each individual lodge. The charred stumps were left in place and the squaws scratched the ground between them with hoes of wood and bone. The corn was stalks of corn beans pumpkins, tobacco, hemp and sunflowers. The sunflowers were used only for the purpose of procuring oil therefrom their seeds. This half-oil constituted the complete summer costume of one of the fiery Cayuga Chiefs.

The general drug of the Hurons was, however more adequate and was formed of herbs, cured with smoke. The most common remedies of moccasins and a breech-cloth but these were temporary and managed by the Jesuits for the medley of their native Girls of dances were in the early autumn assembled in winter, the warriors hereafter lines and legs and of skin, and on occasions of ceremony wrapped themselves in robes of beaver or other fur embroidered with porcupine quills.

Huron women lived most miserely lives. A youth of wantonness passed quietly into an old age of drudgery. Romantic love and courtship occasionally ascribed to those people by irresponsible sentimentalists in our own day were unknown to the but illustrative phenomena of be crowded in the Marriage was usually temporary and unsentimental, and consisted in a gifts accepted or if a gift of wampum. Divorce could be secured at the whim of either party and the girls were never reproved attractive and unsurprising girls often assumed a good store of wampum. Before passing final it pigmi

In such customs, we would do well to remember that equal Londonderry sentiments in the modern State of California, where the nominally civilized white population have long recorded two divorces in every five marriages.

Once a mother and established as a permanent wife the Haida woman became a household drudge and her main occupation digging in harvest earth, harvesting, collecting firewood smoking fish curing skins and making clothing. All pottery was of her manufacture. For this she would take suitable clay and knead it thoroughly with her hands and feet, adding bentonite some such impurity material as pulverized shells, quartz or mica. The resultant paste would then be rolled out into long sausage like shapes and these carefully coiled up into the form of a pot. As the rested took shape it was continually smoothed with the dampened hands and not by the bare hand sometimes with water. The finished product was a globular urn with a constricted neck and a rounded bottom. For its final hardening it was baked and it is believed it could stand the fire.

The men's manufactures included their bonnet thick body and weaving of their finer types and their more rude carvings. The fashioning of flint was a quick and simple process. The fragments of stone were first excised by flaking a flat on the flint and striking a blow with weight on the heated surface. Then from the hollow shaft of a goose-quill would be built up the instrument. To a middle-drawer or a cornish-pen filler and to its upper end was lashed an outward slightly inclined with cord waxes. The prospective tomahawk or spontoon was next attach to the line and held between two sticks while the flint-worker touched it here and there with the cold, male pitch-lip and sphincter off the flakes of rock with great skill and a greater rapidity than would seem to be in the past claimed that the cold flint was shaped with a small chisel of bone, but Haidas themselves have assured me that the bone chisel was merely used for secondary as well as the only true knife system is extensive. Fine flint workshops have been located in Victoria County as follows:—(1) On the southwest corner of Ghost Island Britain Lake. (2) On Lot 5 South Portage Road Barclay on a flat basin on Grass River. (3) On Block C, Section 20 in the shore of Baldwin Lake in the Trent Canal district. (4) On the west end of south shores of Schomyguot Island (5) On Lot 1 Con 1 Pasadena.

Another product of masculine ingenuity was the wampum. This was a manufactur fabric of white and purple beads made from the inner parts of certain sea-shells from the thick of Mexico. Wampum was used for necklaces as lace and bracelets by girls as dances. It also served as currency and for the confirmation of treaties. The tribal records were likewise kept in strings of wampum, and in such cases bands of different colors and sizes were taken to represent certain cylindrical clans marking the wampum the equivalent of a written language. Certain men in each tribe were trained to an understanding of this mnemonic system and were today I saw individuals remain who can read the wampum.

In payment and tribute she men would engage in their more settled employment, fishing from their birch canoes with bone hooks or

hempen nets hunting for deer finding wampum and corn for the fish and furs of their nomad Algonquin neighbors on the north or risking their lives in some far-off foray into the territory of their enemies Dui before the New Year all sought be gathered in their villages for the winter season of idleness Gambling, smoking, feasting and chasing new loob up their time Their gambling was a primitive bone game played with plum-stones or wooden counters of green with figures of nature Nothing existed in their reckless betting and a man often gambled and lost his weapons his clothes and his wife Feasting was carried from excess to desperation and a starving hunt would frequently sink all his substance in providing one superlative banquet to his entire village

One of the most remarkable customs of the Hurons was their Feast of the Dead held every twelve years As individuals died from time to time their bodies were either buried in the earth in crouching posture or wrapped on a scaffold in a tree. These obsequies were however only temporary and at intervals of twelve years all the corpses of the tribe were brought together and buried in one large circular pit. The Jesuit Fathers were eye-witnesses of one of these ghastly celebrations and have left us their graphic account. Each village carried its head man carefully scraped the bones of all except the most recent corpses These hideous relics were then transported from the real local homes with much pomp and funeral feast beneath them They then set out for the central burying-place of the tribe, marching along in solemn pathway with their caldrons and provisions for the entire visitors Here all the villages had assembled funeral games were held and ceremonies made by the whole Tribe all completed the bones were finally ranged around the bottom of the pit and the bones thrown in in confused mass amid wonderful mourning and lamentation Finally huge earth and stone mounds were thrown on top and the assembly shouting shielded lots a despairing cry

Four of these remarkable mounds have been located within a sixteen mile radius of Lindsay as follows —(1) On the west half of Lot 18 Concession I Pontoon on line top of a sandy hill about a quarter of a mile east of Goose Lake This was first opened by the Government by the late Dr Hart of Cavanagh in the late A. D Coates on Canboy and by Messrs Dr O. R. A. Coates, Lot 21, Con I, Lot 18 Concession I Pontoon owned by H. C Devitt This pit however is likely to contain Indian skeletons in battle or other relatively recent times, for iron tomahawks were found in it In addition beds of human ossuary Indian Mississaga tissue (2) On Lot 2 Concession II Mariners two miles from Sturgeon Lake in a thin dark soil from Washburn's Island This lot is on Mr Thos. Syer's farm The ossuary was opened about thirty years ago and contained several hundred skeletons. (3) Five miles east of the Syer ossuary on Lot 18 Concession 8 Mariners owned by Mr R Pollis This burial pit is on a high gravelly hill and was grown over with trees from fifteen to four centuries in age It was first investigated by the early settlers by Mr Thos Graham and Mr Peter Preston. General Sir John Hughes who succeeded Sam in 1871 The contents of the pit were estimated at one thousand skeletons Both this ossuary and the one on the Syer farm are Indian skeletons specimens

of the Huron period.

Such were the customs and manners of the Hurons when the French first found them in Simcoe County in 1615 and such, with the addition of such changes and manners of those living in Victoria County a few years before.

The Victoria was soon to be depopulated. The Iroquois Confederacy in New York State was developing such societal concentration and warlike ferocity as to menace the existence of all its neighbors. In 1649 according to Lescarbot a war-party of Iroquois which now fell further from the St. Lawrence Valley. This great danger doubtless hurried the retirement of the Hurons and Neer Nations to the west of Lake Simcoe as well as the development there of the large settlements of common men in Simcoe County but apparently no trace of this move pushed into Victoria County was occupied.

The First White Man in Victoria.

The first white man in Victoria county was a Frenchman in 1615 Samuel de Champlain the great explorer went up the Ottawa River by canoe with two French companions and ten Huron Indians. He crossed through Lake Nipissing and reached the shores of Georgian Bay and Hurona reached the Huron country in the County of Simcoe. Here he undertook to join a party of 1500 warriors on an expedition into the heart of the Iroquois country. The flotilla of war canoes left the shores of Lake Couchiching on September 10 16th Champlain in his journal makes valid mention of the territory through which they passed.

They continued our journey towards the evening and went some five or six leagues through those lakes (Couchiching and Simcoe.) Then the savages enriched their canoes about ten leagues by land and we came to another lake six to seven leagues in length and three in breadth. From this lake flows a river (the Trent system) which discharges into the great lake of the Entouhonorons (Ontario) After traversing this lake we passed a fall and nothing to say or even down this river for about sixty-four leagues entered the lake of the Entouhonorons On our way we passed through a fallen lands some four or five leagues. We also passed through several large lakes on the river system. The river itself is large and abounds in good fish. All this region is certainly very fine and pleasant. Along the banks it seems to me the trees both bear and yield for ornament in most places as did it seems had all those through which we had passed since leaving by the savages who were subsequently compelled to abandon them. Great fear of their enemies.

In spite of the plainness of this description and Champlain's notorious errors in estimating distances we should have little difficulty in tracing his course across to Georgian Bay south the east shore of Lake Simcoe as far as the Talbot River and here, on the south boundary Lot 15 Concession 9 Thorah Township also where at a creek still known traditionally as Champlain's Landing. He would cross by the present line as a Portage Road to Mutual Lake. Before these and lochs were built at Roseville there was little difficulty in level

between Indians and Canadian hikes and Champlain would probably get the impression that they were not long in the winter.—hence the dismal sea which he grew big could not, however, fail to strike Venetian Falls. Item 4 of his memo, demonstrates on one way of today but a slight external display final with Lake Champlain lower twenty-three feet into a rocky gorge, and we are not surprised to find it mentioned in the narrative Further details of the journey must be left in speculation We by know that for centuries the Indians portaged direct from Schuylerville on Champlain Lake to Peterboro a distance of six miles, thus saving a fifty-mile detour through River Bay and Clear Lake and a good on the high sandy shore near Bridgeworth is known traditionally as Champlain's Rest.

The great Frenchman passed back through this territory once again The expedition against the Iroquois was a failure Champlain himself was wounded his Huron allies refused to lend him a canoe in which to descend the St Lawrence to Quebec and he was unsatisfied to pass the winter with them in their wigwams in Simcoe County was a trying ordeal The war party we left to a lake north of Kingston till December the 4th when the lakes came on with such a start for hunt or snowshoes Mid-December saw Champlain and his twenty-five hundred warriors a-warmth [illegible] o hark robbie across the snowy surface of Simcoe Canoes and baggage Then they packed their gear two days before Christmas. Some subsistence have we found that the long inventory of the journey has not survived, but there is nothing in Champlain s narrative to suggest this. Besides, Bridgenorth is less than eighty m les from the Huron country by the most direct route and it is hard p ossible to [illegible] that the leader of the native augers to reach the warmth and comfort of their villages would take a indirect [illegible] (of a mass of fans unless a day) in never this distance on snowshoes

The Downfall of the Hurons.

The warfare between the Iroquois and the Hurons, in which Champlain's expedition of 1615 was only an isolated, came to a success ith the in the middle of the century In 1649 while Charles the First was being executed in England the Iroquois determined to close in on Simcoe County with their native force The 18 of Huron towns were stormed The Iroquois were [illegible] or Okee stylus Three of the Jesuit Fathers Daniel Brebeuf and Lalemant gathered martyrdom A remnant of the beaten Indian fled for the winter to Islands in Georgian Bay There to w ithe awoy with starvation With the return of the Iroquois in the spring of 1650 a little handful of Hurons united with the surviving Jesuits by the Ottawa route to Quebec Others fled in to the north and west of Lake Huron Today their only representatives are a few hundred half breeds in Oklahoma and at Lorette, near Quebec. The Iroquois campaigns of 1649 he practically extinguished the Huron race.

For nearly a century the Iroquois roamed unhindered over the deserted country of the Hurons They planted villages on the shores of Nine Lake and the Ontonaga River an d filled the soil there Trees

is a tradition of a Mohawk camp in Oak Orchard Sturgeon Point, but its authenticity is uncertain and the relics found there may belong to the earlier Huron period

The Coming of the Mississagas

Retribution though long delayed overtook the Iroquois at last The avengers of the Huron nation were the Mississagas, an Algonquin tribe from near Sault Ste Marie who trace their lineage back to the Shawnees of Kentucky Early in the 18th century hasting pictures of the Ojibwa savages started drifting down our central and western Ontario Here they were set upon and massacred by the Iroquois The infamous war a Mississagi account of war in 1740 and the Mohawks at a great positive appeal for against his enemy The story of that grand hunter as handed down in Mississagas tradition makes stirring reading The conflict opened with the annihilation of a Mohawk force on the Island of Skulls in Scugog Bay In Victoria County his Iroquois residence at Head and Skull Lakes early battles were had on were before the Mississagas could wrest their way through to the east Near Colborne on Lake 115 such a Sault River Range as may still see the site from which belonged the Mohawks fought to the death Another party was wiped out on a small island off Indian Point, Rice Lake and just west of the Otonabee River Several hundred of Iroquois were annihilated in the valley of Grass Lake north of Cavan and Millbrook there. Other fierce conflicts occurred at Sturgeon Point and Ball Point and mine, who retreated on the Scugog past Limestone inside their last stand at Cameron, on the east shore of Scugog Lake and of Washburn's Island At the latter place the warriors fought in the shallows up to their waists in water and for long years afterwards the waves kept washing human bones up on the beach. still another party was cut down at Lot 28 Concession 7 Verulam about five miles north-northwest of Bobcaygeon. Then the central Mississagas swooped eastward down the Trent system

But the warlike Iroquois were not yet wholly discomfited They hovered on their foes fell back on their Rice Lake encampments. Here, from the mouth of the Otonabee six miles east to Roach's Point passed one of the bitterest and most sanguinary struggles in the history of Indian warfare It was no surprise attack but a pitched battle fought by shocked the Mississaga rank for a moment at Cemetery Point Peterborough by water and continued every foot of the way with amazing ferocity and determination over a thousand Iroquois had died fighting their party broke and fled There was a brief rally at Cameron's Point near the head of the lake but the struggle was really over and the Mississaga were soon in full retreat towards Lake Ontario with the Mississaguas in pursuit. Nor was this the end of this stirring episode for the Mississaguas expedition actually crossed into New York State besieged the Iroquois in their villages there, and enforced a treaty by which the Mississagas were admitted as an additional tribe in the Iroquois Confederacy

The Days of Mississaga Settlements.

A general migration from their northern haunts into the land that

stagers of Mohawks, was the immediate result of this season of Mississaga warfare. From 1746 to 1756 they fought with the Iroquois age and age. French had suffered reverses and withdrew from the Conteiderary However they continued to occupy Southern Ontario Victoria County was the first Huron in 150 years, was again settled with villages, things and as Prickly as in Huron times.

Fifteen of these Mississaga villages are referred to the County have been listed as follows —(1) Wesmaslt lots 6 and 6 Concession 6 Opposite Stony Creek (or Real Creek Creek) Owner Mr Carlin

(2) Lot 10 Con 4 Ops at the mouth of West Creek Creek Owner Jas. Rose?

(3) On the shore of Sturgeon Lake just south of Port Perry

(4) On Lot 5 Con 11 Verulam sin of Kidsby owners This Mr sandy site about fifty rods from Pigeon Lake

(5) At Pinnacle Point, Simcoe Lake

(6) On the site of the Presbyterian manse Cambray village

(7) On the west end of Lot 6 Con 1 Mariposa Mr Arthbolt McArthur owns This village was on a terrace bounding the shore of South Bay Balsam Lake

(8) Lot 19 Con 7 Fenelon on east shore of Long Point, just across South Bay from site given as site Owner Mr F Staples

(9) Lot 21 Con 6 Eldon on Balsam Lake

(10) Somerset corner Indian Point Balsam Lake Owner Mr J W Carnegie.

(11) Lots 19 and 20 High Shore Range Bexley near Coboconk On west Mr J Moore

(12) Lot 15 Con 5 Somerville J End owner

(13) East half Lot 1 Con 6 Laxton Wm Campbell owner This is on o flat on the south shore of Sous Lake

(14) Lot 12 Con 7 Laxton David Milton owner

(15) Lot 13 Con 4 Carden J Chrysler owner This is on the east side of Lower Mud Lake

The Mississagas were o tall race characterized by fine physique and a heavy preponderance of men. They probably equalled the Iroquois in bravery and strength but lacked their subtlety of character and capacity for organization. Then prowess in war needs no vindication, but they never exhibited a strong, consolidated civilization after the manner of the Iroquois and the Aztecs. They depended for their living by hunting and fishing, and practiced no arts. They lived in small scattered groups throughout their domain. Their homes were not the rectangular bark lodges of Iroquoian country but round wigwams built by planting poles in a circle, tying their tops together and fastening birch bark or grass mats around the outside as walls.

From this period dates a few bones which was found in glosser days, running east from Goose Lake near Cambray to Sturgeon Lake, five miles away. This fence was made by felling trees in a long row and piling brush along them. Gaps were left at intervals, and here fowlers would take their places while beaters drove the deer along the fence. The frightened animals would pass through the gaps and there he shot down at a point blank range that made it always fatal.

From this era too dates the legend of Manito. In the version told

ing by Jacques Pauquet's son of the Mississauga Chief at the Naughton Reserve, three Lakes Mantic on November 1 [illegible] of 1904 was the daughter of a great Mississauga chief who lived at Pleasant Point, Stargazer Lake Ogemah an Iroquois chief, paddled along from his own country to ask for her in marriage, but were murdered by a jealous Mississauga brave. About 1858 a poem on this theme was published by Lindsay by the late Mr. [illegible] Mitchell. This poem is a pretty little idyll but as a portrayal of Indian psychology it is hopelessly sentimental and therefore unbelievable it fire or imitation. He was for Mississauga Stargazer Peter for Pleasant Point I can bring Ogemah in the stage by way of Lindsay the wrong direction entirely

Mr. Pauquet was assured me that the story as told by Indians was for the purpose of the [illegible] the former. This version would therefore preside the Great War by several centuries. The Indians also had a system of chivalry, with the arms much like the [illegible] chose system but each conflict of the arms recommended a syllable and word better Grey also published by [illegible] a [illegible] [illegible] fire-light by [illegible] that [illegible] the [illegible]

The Surrender of the Soil.

In 1764 by the Peace of Paris France relinquished to England all claim to Canada. In the same year the English issued a proclamation forbidding to the [illegible] the right of occupancy of their old hunting ground and their claim to compensation for [illegible]

In accordance with his policy the English government treated for and obtained in 1784 a formal cession of the line of townships now bounding on Lake Ontario from Trenton east to Toronto. This established the land hunger of Anglo-Saxon colonists for more than three decades but the area was of comparatively unsettled. At last on November 5 1818 the chiefs of the six Mississauga tribes Mississauga of the Eagles Pitchkitree of the Reindeer Pandash of the Crane, Chenahahkinse of the Fish, Chagoosawy of the Snakes and Pinipse of the White Oaks were summoned to Port Hope There they sold to the Crown a great block of land [illegible] including the townships of Cramahe Hamilton Percy Alnwick Seymour Murray Cramahe Hamilton Percy Alnwick Seymour Murray Cramahe Hamilton Percy Alnwick Seymour Murray

The history of the Mississaugas since contact with the white man has been a slow tragedy. Originally numbering several thousands they were so debauched by the white man's whiskey and so ravaged by the white man's diseases that only a few hundred were left by the second quarter of last century. They presented a constant problem to the government, for their inalienable possession of good land aroused much covetousness while their frank and trustful nature made them an easy prey to a swarm of swindlers. Certain small reservations of land were at last bought or set aside for them by the Crown. Here they still live. They have adopted the Christian religion and a measure of Anglo-Saxon civilization but their old traditions and instincts die hard. In 1911 the Mississaugas totalled 321 and were located in reserves on Rice Lake, Mud Lake, Scugog Lake and the Credit River. Victoria County once part of their wild domain has passed almost completely into white hands.

Chapter IX.

Kawartha Navigation

Extending across Central Southern Ontario from the Bay of Quinte to Georgian Bay is a chain of lakes and rivers by which the Indian aborigines had from time immemorial transversed the country. Where this great canoe route crosses Victoria County the waters are known as the Kawartha lake system.

The history of navigation on this system is an old as human occupation. While the Indians however were able to portage their craft over watersheds and around falls and rapids the heavier draught boats greatly developed by white men made necessary a system of locks and canals. The record of navigation on the Kawartha lakes is therefore bound up intimately with the canalization of the water route. The canal system known today as the Trent Valley Canal has been under construction for 88 years and is not yet finished.

The first engineering feat done work by engineers was made in 1827 when a petition signed by Mr Stewart and others was presented to the Legislature of Upper Canada. A committee was appointed by the Lower House to consider the proposal and reported that it was exceedingly desirable and important that those waters which constitute the chain of lakes and rivers which run in a north easterly direction from Lake Simcoe and which empty into the Bay of Quinte by the River Trent should be examined and surveyed by competent persons with a view to ascertaining how far they might be rendered navigable and the probable amount of such a sum.

Nothing was done however until February 1833. An Act was then passed appointing Commissioners to receive plans and estimate works necessary in the improvement of inland waters of the Newcastle District, commencing at the mouth of the Otonabee which discharges into Rice Lake and extending to Lake Scugog. For this purpose the Commissioners were authorized to raise £2000 (£8000) on the security of tolls.

The Commission at once proceeded to let a contract to Messrs. Fearon Dumble and Hear for a short canal and lock at Bobcaygeon. The lock was to be of wood 110 1.2 feet long by 28 feet wide with 7 1.4 feet of water on the sills of high water and 4 3-4 feet on low water. The canal was to be 375 feet long. This said was to connect the navigation of Chemong Stanbury and Pigeon lakes with Sturgeon Lake and the Scugog River so far as to Purdy's Mills, now Lindsay

The work at Bobcaygeon was begun in 1833 and completed in 1838. The contract price was £1600, and the contractors felt extra work to the value of £30. From the government's viewpoint they actually received only £31, because of pecuniary embarrassment which had overtaken one of the Commissioners, who had been accustomed by the rest with making disbursements. In the end the Legislature had to make good a balance of £768

A Season of Surveys.

Meanwhile several general surveys were under way. It seems understood that the small wooden lock at Bobcaygeon was only a temporary expedient and that the permanent work was to be a stone lock with stone locks, extending from the bay at Quinte to Georgian Bay

In 1832 the Lieutenant-Governor instructed Mr N H. Hallet to survey the section from the mouth of the Trent to Rice Lake and to estimate the cost of making it navigable for vessels having five feet of water. All locks were to be 15ft feet long by 33 feet wide. Mr Hallet reported that in the 31 miles from Trenton to Rice Lake there were five main impediments to navigation. These were the falls at Rylands, (1) at Chisholm's Rapids (2) at the rapids between Percy Landing and Crow Bay (3) at Healey's Falls and (4) at Crook's Rapids To eliminate these obstacles he prescribed 27 stone locks, 18 dams and 3 3-4 miles of side-cuts, all at an estimated cost of £258 947 8s. 11 d.

In 1833 a charter was granted to a private company to build a canal from Port Hope on Lake Ontario, to Rice Lake The authorized capital of the company was £50 000 Surveys when made The distance of the only feasible route from Ontario Creek Rice Lake to the lake at Port Hope following the curves of the ravines was 16 miles. The estimates of the engineer Robert A. Mahony M.L.C. M.P. on a canal 32 feet wide and 4 feet 3 depth, with locks 7ft feet by 14 feet was £181 438 6s 6d Of this sum £36 000 was to cover unexpected excavation on the summit ridge near Rice Lake. The company did nothing within the seven-year limit set by the ravmanen ash the charter passed its time limit

In April 1833 His John Colborne then Lieutenant-Governor instructed N M Baird to survey the second section of the main transprovincial canal from Rice Lake to Lake Simcoe His report divided this mill into five sub-sections as follows —(1) Rice Lake to Peterborough 25 miles with a rise of 1 1-2 feet requiring 2 dams and 1 lock (2) Peterborough to Clear Lake, 11 miles with a rise of 147 1-2 feet, requiring 8 dams and 14 locks (3) Clear Lake to Buhaygeezh 21 miles, with a rise of 72 1-2 feet, requiring 4 dams and 5 locks (4) Bobcaygeon to Salmon Lake, 8½ miles with a rise of 38 feet, requiring 2 dams and 6 locks, and (5) Salmon Lake to Lake Simcoe 18 1-2 miles with a fall of 112 1-2 feet requiring 13 locks. The distance of the whole section from Rice Lake to Lake Sim-

nee was thus approximately 110 miles. The estimated cost of construction including standard stone locks, 138 feet by 33 feet, was £212 967 16s. 6d. Bullock conveyance at £1 6s6 £11 17

In 1837 still another canal was undertaken. It had been suggested that a direct water route than that already adopted could might be made by running a canal from Lake Ontario to Scugog Lake and from Scugog Lake south to Lake Ontario. A civil engineer named Killaby was instructed to examine the physiography. The report He ran a line from Port Darlington on Lake Ontario up Rarker's Creek past Bowmanville and north to Scugog Lake, and found that the summit of the mountain ridge which intervenes between the two bodies of water was at its lowest point 310 feet above Scugog Lake. Lack of water on these higher levels made the canal impracticable and a waterside excavation steadling the Cobourg Trail was considered out of the question. This route was therefore abandoned

No further surveys were made for nine years for the new administration which took over after the Act of Union of 1841 abandoned the trans-Ontario scheme and discarded all thought of examining the section from Lake Simcoe to Georgian Bay

Further Construction in the Thirties.

Considerable construction did however been prosecuted in the meantime. In 1836 the Legislature had divided the canal so far as surveyed into two sections, a Trent Division from Trenton to Healey Falls, and an Inland Division from Healey Falls to Scugog Lake Two Boards of Commissioners were appointed one for each division and work was begun in 1837 when C. F. Baird as engineering engineer was hired was voted to the Inland Divisio

Work was done at Healey Falls Crooks Rapids, Whitlas Rapids Buckhorn Rabeston, and Percy's Mills.

At Buckhorn it was found that the original designs were defective that the bottom of the lock was too dry as low water Repairs were therefore made at undetermined built near by and a dam constructed at Buckhorn Lake, all at a cost of $2500

At Percy's Mills a new Lindsay is another dam of a lock 134 feet by 33 feet by 8 feet, were to be built in 1837-38 the site of the lock was excavated in a depth of seven feet and cribs dams were made around the excavation. Another dam and lock was prepared and delivered to the ground The land was partly framed by 1838 same $1500 had been spent, but $1000 more was needed to complete the undertaking Funds were not forthcoming from the Commissioners and the contractors abandoned the works, leaving the materials to waste and rot for five years before anything further was done.

Prior to February 1841 the total expenditure on both divisions of the canal amounted to only £44 382 or $177,528 00

Progress Under Board of Works.

On the union of the provinces in 1841 the canal system was

placed under a Board of Works, which was the fore-runner of the later federal Department of Public Works. The chairman of this Board recommended the abandonment of the original trans-Ontario scheme on the ground that the route was too shallow and circuitous and that the new outlet by the Bay of Quinte was preferable. He further recommended that the locks already started be finished and that timber slides be prepared.

The wooden lock and dam at Lindsay were completed in 1846. The lock was 131 1/2 feet long by 33 1/2 feet wide with an 8-foot lift. The dam was a timber frame structure 150 feet long and 9 feet high, on a 30 foot base. The lock at last went out of repair and was in 1880. No railway from Port Hope reached Lindsay in personal was allowed unnecessary. In 1846 a 54 foot slide was built beyond the lock. The lower gates were removed and the lower part of the upper gates formed the bread of the slide.

The channel of the Scugog River above and below Lindsay also claimed attention. In the lower river three rock were made to straighten a turn of the river. Considerable meanderings of the stream in the upper river the outlet into Sturgeon Lake was a subject of difficulties which landed to hedevil the channel at the foot of Scugog Lake. No remedy for this was found.

At Bobcaygeon a general reconstruction was accomplished in 1847. The wooden lock was replaced by one of cut stone masonry 134 feet by 33 feet with a 7 1/2 foot lift. The gates were of solid timber and resided on wooden sills. This lock is being rebuilt in concrete in the current year, 1931. A canal above the lock for long was faced ash boards with timbers and plank and guard piers 100 feet long were placed below the lock.

In 1846 two slides were built and a basin and two still-cause excavated. One slide was for squared timber and the other in the Lift Lock channel, for carriage A train of trams and crib work was likewise built across the channel 125 feet in length, and 8 feet in height.

Development of Lumbering

For many years the aim of the government was less to foster navigation than to facilitate the passage of timber down the Trent System in the forties the southern portion of the Trent watershed was the centre of lumbering activities In 1844-45 three great slides were built at Healey's Falls, Middle Falls, and Chisholm's Rapids, on the section between Rice Lake and Trenton. The cost of such issuance of these slides was greater than the revenue derived from them and by 1850 they were rarely even in a "Trent Slide Committee. This Committee was granted 6 cents on one hollar on each crib floated, and subsequently 10 cents In fees, the slides in order

As the forests in the south became depleted the lumbermen kept moving north In the early sixties a rush was made to secure the great pine areas in the northern half of the Trent watershed and

by 1000 about 1400 square miles had been alienated with practically no return to the public treasury.

As part of this development, authority was granted on February 15 1860 to Alexander Donaldson to form a company for the purpose of building a timber slide at Pension Falls This slide was 324 feet long and 33 feet wide

For the next two or three years, violent quarrelling over the blocking of the Pension River channel with timber prevailed between the lumbermen and the steamboat owners of the district. Both parties petitioned the government in 1862 to decide the river into two channels. In 1873 this was done by building two piers in mid-stream and stretching between them a 3400 foot double-chain boom anchored at intervals of 200 feet by heavy anchor stones and chain anchor At the same time the government assumed control of the timber slide

Revival of Canal Project

The general supervision of the Trent System was under the Board of Works prior to 1867 under the Inland Department of Public Works from Confederation till 1879 and since 1841 under the Federal Department of Railways and Canals.

In 1821, with the Canadian Pacific Railway planned across the northwest and its prospect of easy grain traffic by water from Fort Arthur holding the prophetic imagination, the old trans provincial water canal scheme was again broached It was projected now on the one hand that within the distance from Kingston to the Straits of Mackinaw by way of the Great Lakes and the Welland Canal was 738 miles the distance via the Trent Canal would be only 197 miles, a saving of 218 miles It was argued on the other hand that the shallow draught and long locks would force transhipping of cargoes transcanoeing on the other route that the canal route from Trenton to Georgian Bay was 285 miles in length while the direct distance between the two was only 118 miles and that the increased tolls over the Trent system would make it actually slower and more vexatious than the Great Lakes route The government was not thoroughly convinced that the project was sound It went ahead however very half-heartedly and took no steps towards letting many appropriations for another fifteen years.

One major undertaking in this county may be noted On October 14 1882 a contract was made with A. F McDonald and Company to build two stone locks and a canal at Pension Falls The locks had each approximately a fourteen-foot lift, designed to overcome a fall of 24.84 feet at Pension Falls and a fall of 5.71 feet at Balsam Rapids and those Cameron Lock A dam 414 feet long and seven feet high was also built. Much trouble was experienced in excavating the works but the locks were at last completed in 1884 It was then discovered that one-third of a mile of sand between them and Cameron Lake had been only partially dredged Moreover the stationary railway bridge prevented boats from passing north. It was

not until May 1h 1854 that a swing bridge was installed and the steamer Wolsey-Wirth" pushed through with emblazoned colours. Balsam Lake was still inaccessible to most boats however for the wooden lock built at Mossbank by Wm. Whitside for the Ontario government in 1873 was only 166 feet in length

Meanwhile the lock and dam at Lindsay was been rebuilt by Thomas Wallace in 1874 and again in 1888 and a dry dock built at Bobcaygeon in 1886 In 1889-91 a wharf was built at the foot of Peel Street, in the heart of Lindsay at a cost of $1365 Steamers had previously docked at the foot of Caroline street for down the river had been a turning basin was once dredged out in front of the new wharf and a road cut down the hill at the foot of Peel Street. The channel had been treated to a couple of thousand cuttings by which to distribute the most circuitous of the meanderings.

In 1846 the Dominion Government at last abandoned its hesitation and undertook as the Trent Canal project in real earnest. In 1847 the link from Balsam Lake to Simcoe was pushed forward This work was divided into three sections The first section, namely 1 1 2 miles west from Balsam Lake was undertaken by Andrew Onderdonk of Chicago The chief task on this section was a heavy cutting a mile in length running west from the shore of West Bay Balsam Lake This cutting was followed by a flooded reach at Mitchell's Lake, Sections 2 and 3 totalling 13 1 4 miles, were contracted for by Messrs Laidlaw Bros. Toronto and Allanson respectively The work here included 4 4 2 1 2 feet of lift locks at K rkfield, 5 dimensy locks 2 dams 3 swing bridges and much dredging and excavation For the first part of way from Kirkfield to Lake Simcoe, 2000 acres of land were bought at an average price of $10 the acre The work of the Balsam-Simcoe section was completed by 1896 except the lift-lock, which had proved defective. After extensive repairs had been made, the lock was opened with much ceremony on July 1 1897 by the Hon Hamilton Gamble, Postmaster-General and the Hon M J Butler Minister of Railways and Canals The cost of the lift-lock, exclusive of concrete and breast walls, was $298 bod

Navigation was now open from Orillia to Healey Falls, except for the 2 mile section lock at Kenedale. A contract for a concrete lock and short canal here was let on Feb. 24 1893 to the Kenedale Mr. Donald Co Ltd A thousand 4100 feet long, 18 feet wide, and 7 feet deep, had to be drifted and blasted out in rock inside in the Talbot River A further piece of canal was dug out Enough a swamp, finally into Cameron Lake instead of following the river all the way Work at Kenedale was practically completed in 1901

Meanwhile the side issues had received some slight attention In October 1901 the Dominion government appropriated $6000 to pay E. J Walsh C E. of Ottawa to make a survey of the Ball River waters and to report on the feasibility of giving Minden connection by locks and canal with the main Kawartha Lakes system. The project, which had really been first brought forward in 1861

was considered quite practicable but was turned down by Lasitar when advocated by Sam Hughes, M.P. Another lateral canal from Newmarket to Lake Simcoe was begun in 1906 but never came to anything.

In 1906 the locks and dam at Lindsay were rebuilt under the contract rship of Mr J Ritchie

Pierce controversies raged for many years over the choice of a lower outlet for the canal. Prof Hoyes, Cobourg and Trenton all shouted their rights and shenanigans in the matter. In 1908 the government finally decided to adopt the Trent River route. This section from Trenton to Rice Lake was opened for traffic on June 3 1918

The final link, which will give through passage from Georgian Bay to the Bay of Quinte is not yet finished. The "Severn Section" involves 9 locks, 16 dams, and 8 bridges. Through the use of two massive reservoirs, Lt Balfe, Kendall and Mc Clure responsible Irrigator on to 35 feet of length may pass from Lake Couchiching to Port Severn on Georgian Bay but this does not constitute open traffic on the Canal

The total expenditure on the Trent Canal up to March 31 1918 was $12 750 215 22 a sum which would have seemed unbelievable forty years ago.

History of Navigation.

Apart from the log dug-outs of the pioneers the first vessel on local waters was the packet boat Firefly operated by Abraham Crandell of Port Perry and his son George. This craft was a roomy sailing skiff with oars which from 1836 to 1848 had a monopoly of the freight and passenger traffic between Port Perry and Lindsay. In 1848 the rival Lasher and Hayward built a horse-boat and ran between Lasher's (now Cartwright) and Lindsay. In this way they sought to establish a trade route to the upper Lindsay and Bobcaygeon. This opposition stirred George Crandell up to building of Port Perry the first steamboat on their inland waters. With the co-operation of Messrs Chisholm, Rowe and Cobbledick he launched on May 24 1850 the ship-wheeler. She launched on May 24 1850 the ship-wheeler. She launched on May 24 1850 the ship-wheeler. She

1864, S. S. "Anglo-Saxon" at Lindsay by Capt. Crandall; 1867, S. S. "Victoria"; 1867, S. S. "Commodore" by Capt. Crandall; 1868, S. S. "Champion" by Capt. Crandall; 1870, S. S. "Coboconk" at Coboconk by Fay and Tenbavia. 1870, S. S. "Sampson No. 1." a side-wheeler built by Mr. McFadden at Chemong and hauled over over the Peterson Falls dam by Capt. Crandall; 1870, S. S. "Sampson No. 2," at Hall Lake by Scott and Sons; 1872, S. S. "Mary Ellen" at Lindsay by Capt. Crandall; 1877, S. S. "Victoria," later the "Minerva," by Tate and Hall; 1878, S. S. "Vanderbilt." A 130-foot vessel with the first walking-beam engine ever in these waters, built at Lindsay by Capt. Crandall; 1880, S. S. "Era," by Capt. Crandall; 1883, S. S. "Scantebogue"; 1884, S. S. "Hattersley," by Monsoon Boys, at Bobcaygeon; 1884, S. S. "Mary Laidlaw," built by Parker Avis, later owned by Capt. Bottum. 1884, S. S. "Dominion," a stern-wheeler built at Port Hoover by Chas. Savage; 1885, S. S. "Stranger," at Lindsay by Capt. Crandall; 1885, S. S. "Lady Ellen," at Lindsay by Burtis Bros.; 1886, S. S. "Water-Witch" at Lindsay by H. Donaldson; 1886, S. S. "Chief Bigbee" at Lindsay by Thos. Kelley; 1888, S. S. "Lovelie" at Port Perry by Mr. Bowman; 1891, S. S. "Crandella" at Lindsay by Capt. Crandell; 1895, S. S. "Marie Laidlaw" at Lindsay by Jos. Parkin; 1898, S. S. "Columbia" at Lindsay by Capt. McCann; 1898, S. S. "Scrathbund (later the "Kathleen") at Lindsay by Thomas Sadler Lake boats were here the "Ogemah" (Indian), "Minnehaha" (Indian), "Cleopatra, (Latin) "Dr. Arthur" (modern Latin) Wacouta, and Listonia.

It was an amazing fact that until 1898 Port Hope on Lake Ontario was the normal port of registration for vessels in other words all lists built at Lindsay and elsewhere on the Kawartha waters had to be marked at Port Hope In 1898 this absurdity was abolished by making Lindsay a port of registration.

Steamboats on local waters have performed two functions first, that of supplying to the timber trade and second that of carrying passengers and freight. From 1850 to 1880 the exploitation of the forests of the districts was at its height and the steamboats plied work day in the towing of immense rafts of timber and in the carrying of lumber-barges From 1850 to 1919 passenger-traffic grew in importance. The two chief steamship companies during this period were the Trent Valley Navigation Company organized in 1849 with M. M. Boyd as its first president, and the Kawartha Lakes Excursion Company founded in 1902 by Joseph Parkin and John Carew

The steamboat traffic has dwindled away however One by one the older fleets have been destroyed by fire and the rapid advance of power launches has reduced passenger traffic to a minimum and rendered steamers almost superfluous Only one steamboat, the Listonia, now runs on the Scugog where navigation was once so active The first local power launch was G. H Grantham's "Fat-Pat. brought in during the autumn by 1900 there were 31 motorboats in Lindsay

Future of Trent Valley Canal

The only possible justification of the twenty million dollars spent on the Trent Valley Canal will come from (1) water-power supplied, (2) through traffic that may develop and (3) a carefully planned revival of lumbering through reforestation.

The importance of using the back lakes of the Trent watershed as reservoirs by which to regulate waterflow and maintain ample water supplies for lumbering navigation and electric power generation is now fully recognized. The Ontario government built a few scattered dams across these headwaters in the 1920s in order to assist lumbering operations but was not until 1935 however when the Federal Government was called upon to aid rich water that systematic management of waterflow was set up by the construction of an extensive system of concrete dams. This ultimately the destructive spring freshets and guarantees a steady flow of water through all the year.

The development of any extensive transcontinental traffic through the Trent System is very problematical. Provision is being made for navigation by barges of 500 tons burden. The multiplicity of locks and the constriction of the channel in places will make it full little quicker than the Welland Canal route by which transhipment is unnecessary while if speed is desired the C.P.R. can run from Port McNichol as the canal is organized.

When we consider the question of local freight we find the canal built fifty years too late. Timber would have been the only considerable freight and until 1913 the canal system had no outlet to the main water system of Ontario if such a canal worked on a basis of charges that permitted rafting in reference from 1867 on, it would have made possible more conservative logging closer utilization of material by mills near the rafts, greater profit for all and the management of the lumbering business in perpetuity. As it was the timber was cut in a wasteful manner owing to the cost of transportation, and in fact the forests are practically exhausted. Only careful reforestration under responsible control can redeem the situation.

About 1875 the late George Laidlaw of Bexley prophesied that the Trent Canal would ultimately cost $30 000 000 and suggested that far more profit would result from expending that amount for the scientific improvement of the woods in Ontario. His estimate was greeted with universal laughter and incredulity. To-day he stands practically vindicated, and many would likewise regard completely as to the wisdom of his recommendations.

Chapter X.

Spanning the Railway Web.

The early railways in Victoria county were born of commercial necessity

The years from 1826 to 1840 saw the development, in the Kawartha Lakes basin, of great lumbering enterprises, followed closely by farming. Cutting off the carrying industry from the Lake Ontario coast, lay a range of forest-ribbon and hills crossed only by two or three circuitous bush trails. In the thirties as we have seen, abortive efforts were made to bridge the gap by building a Trent Valley Canal. Greater success attended the activity twenty years later of the builders of railways.

The first three of these railroads might be described as "portage roads". The first was built from Lake Ontario in the Scugog River and later extended on a longer portage to Georgian Bay. The second crossed from Toronto on Lake Ontario to Cobourg on the upper Kawartha waters. The third ran from Lake Ontario to Scugog Lake and was afterwards carried on to the Scugog River at Lindsay. All aimed at carrying the trade of this inland district out into the markets of the outside world

The First Train to Lindsay

The first of these roads, the Port Hope and Lindsay Railway was chartered in 1846 with permission to build from Port Hope to Lindsay and thence west through Markham to some convenient point on the Ontario, Simcoe and Huron Railway. These original plans were never carried out, and, indeed, in the week of my birth was done much after 1852 when a necessary removal of the charter was secured.

The first train into Lindsay came to from Port Hope on Friday October 16 1857. The road of steel had reached Bobcaygeon by December 1856, only trains were unloading freight at Cameron's Corners in August, 1857 in Lindsay however the road was to cross around the east bank of the Scugog along the line of the present G. T. R. East Ward switch and the cutting required in the river bank near the present Alliansey plant caused much delay. Steam-shovels were unknown in that day and all the earth had to be taken away in carts and wheelbarrows. Hence it was the middle of October 1857 before the first train entered the town

Lindsay was the terminus of this railway for the next fourteen years. The station was near the foot of King Street, in the East Ward. Just east of the grain elevator of today. Yards and wharves were pen-

yards on the east bank of the Scugog 7 two hundred yards further north. The service consisted of one mixed train which left each morning for Port Hope and returned to Lindsay at night after a leisurely day along the road.

On December 24 1877 the railroad was renamed 'The Midland Railway of Canada' and in January 1878 an extension from Lindsay to Bobcaygeon was formally opened. This line crossed the Scugog by a swing drawbridge at the end of Lindsay Street north then north to about the present Corey Pen factory and then swung west through Ops.

An earlier branch line built by Messrs Tate and Fowler from Millbrook to Peterborough had been opened in 1854.

The road was extended to Orillia in 1872 and in 1873 to its final terminus at Midland on Georgian Bay

Toronto and Nipissing Railway

In its session of 1867—68 the Ontario Legislature granted a charter to a Toronto and Nipissing Railway Company which proposed building a narrow-gauge railroad from Toronto to Cobourg in Baxter township, Victoria county.

This road was built in two sections. The first, from Toronto to Uxbridge was formally opened in July 1871 and the second from Uxbridge to Cobourg, was completed in 1872 but not formally opened until 1873. The total length of the railroad was 87 miles. The gauge was 3 feet 7 inches and the weight of the rails 56 pounds to the yard.

The longest structure on the road was a bridge over Nutt Creek near Balsam Lake. This bridge was 472 feet in length and consisted of three 126-foot spans and five 26-foot spans.

The officials of the company were William Gooderham Jr. President and Managing Director, James Graham Secretary Treasurer and Edward Wragge Chief Engineer.

In 1877 and again in 1877 attempts were made to extend the T & N R to Minden or failing that, to build a 6-mile spur to Kinmount Falls and gain through water connection with Minden by means of a lock at Moore's Falls. Neither plan has ever been realized

Whitby and Lindsay Railway

In 1868 a charter was granted to a Whitby and Port Perry Railway Company with permission to build from Port Whitby to Lake Ontario to Port Perry on Lake Scugog. The company was very weak financially but after yesterday many vicissitudes of fortune, it successfully built a railway from the port by the spring of 1873. In May 1878 the road was bought up by Messrs Austin, Fulton, Mickle, and Holden

An extension to Lindsay now seemed desirable, and in the autumn of 1877 the company succeeded through a series of public meetings in obtaining a vote of $81 500 from the people of municipalities about to and including Lindsay. In a crucial campaign meeting at Downeyville, Sir William Mulock 17th solicitor for the railway Board argued

at no avail but carried the by-law by giving North Manly three votes, two scrips and a brick clog-dance. A grant of $800 per mile from the government was also vouchsafed.

Work began in the summer of 1875. The surveyor was a Mr Mashing, of Uxbridge, the contracting engineer was Frank Shanly of Toronto and the subcontractors were Messrs Gilbeg and Dixon. By reason of June 15 1877 the trackladying gang had reached Albert Street, Lindsay. In honor of the event, Volleying Bill presented them with a whole barrel of booze which inspired them to hold a navvy parade around the streets of the town. The inaugural trip over the line was made on July 31 1877. The distance from Whitby to Port Perry had been 16 miles, and from Port Perry to Lindsay 25 miles.

The Victoria Railway

A fourth road, The Lindsay Pontoon Falls and Gloucester Railway was chartered in 1874. It was to be a narrow gauge line, running north from Lindsay through the back townships of Victoria and Peterborough counties not on to join the transcontinental line of the Canadian Pacific Railway near Whitney.

The name was soon changed to The Victoria Railway and the gauge to the American standard.

Strenuous attention to the road was raised by the town of Peterborough. The southern townships of Peterborough county and the township of Pontoon while Lindsay the unincorporated village of Pontoon Falls and the northern townships of Peterborough county have the project their enthusiastic support. Municipal blockades against horse grazing were removed in 1874 by making Pontoon Falls an incorporated village and incorporating 83 northern townships 120 from Peterborough county and 3 from Victoria county as the Provisional County of Haliburton. Bonuses were hot for heading and the first sod of the railway was turned at Lindsay on August 7 1874 by the Hon. J. D. Fraser Commissioner of Public Works.

The president and dominant spirit of the company was George Laidlaw, brief of Bexley the vice-president was C. J. Campbell and the chief engineer was James Ross later a Montreal millionaire. The directors were W. W. Cozo, C. W. Harding, J. C. Fitch, R. Barker, Wm. Thomson, George Stephen and D. J. Pratt.

The section from Lindsay to Kinmount was undertaken first. Here perhaps the chief difficulty lay in grading the huge new stamps specifications called for a 200 ft. crossing over the Old Distillery Creek a 150-foot bridge and a 9999-foot fill at McLaren's Creek. A 240-ft. bridge over the Pontoon River and a 153 foot single span Howe truss bridge over the Burnt River. Rock cuttings were heavy near Pontoon Falls and for the last four miles into Kinmount.

Work was twice interrupted during the general financial depression of 1873. A colony of industrious some 800 men women and children in all had been brought in and settled at Kinmount in 1874 in order to help along the construction work. Dysentery has stalked

their efforts for a time various difficulties arose and they finally migrated to Manitoba in a body in September 1874

Steel reached Kinmount by October 1878 Further railway-building was held up for a time through lack of funds but in 1877 Leslie secured a grant of $5000 per mile from the provincial government and a bonus of $7000 per mile from the Canada Land and Emigration Company which contributed a bonus of $40,000 to the county

The chief obstacles encountered in the remaining 22 miles were heavy rock cuttings and a morass or "muskeg" four miles north of Kinmount which swallowed up 100 cords of hemlock in it Nor, from end to end before it was finally bridged The 50 miles of railroad from Lindsay to Haliburton village were opened for traffic on November 25th 1878

At Ho Lindsay terminus the road first merely branched off from the Midland Railway at a Victoria Junction (still marked on government topographical maps, though vanished long since from the earth) at the head of William Street North An extension was later built from Victoria Junction to Victoria Road (1 mile) thereby more by intersection with Glenelg Street The first agent was then late James C Loudoun who was later embroiled in the hierarchy of the C.P.R. management.

Numerous attempts have been made to carry the Victoria Railway beyond Haliburton but none have succeeded

The Blight of Bonuses

The benefits of all this railway building were somewhat counterbalanced by the financial burdens which the late upon the municipalities which were served No construction was undertaken without liberal gifts of money and many municipalities in their anxiety to secure railway accommodation gave far beyond their means

The Midland Railway took $99,000 from Ops and Lindsay $190,000 from the town of Peterborough $40 000 from the township of Hope and the amazing sum of $650 000 from the Hills town of Port Hope

The Toronto and Nipissing Railway received $538 000 in municipal bonuses, of which $64,000 came from Eldon, $10,000 from Bexley $100 000 from Somerville, and $32 500 from Laxton Digby and Longford

The Victoria Railway secured $214 000 in aid grants $35 000 being paid by Lindsay $10 000 by Fenelon Falls $15 000 by Somerville, $7 000 by Verulam and $50 000 by Haliburton county

The Whitby Railway, as already stated, drew in $50,000 from Lindsay and adjacent municipalities.

Local tax rates long recorded the chilling effect of these expenditures and many years passed by before the general increase in prosperity due to improved transportation, vindicated in some measure the prodigal rashness that had plunged into debt

If we were grant that the railways, though perhaps prematurely

and unnecessarily multiplied, were yet needed for the development of the countryside it is hard to imagine any better plan for their financial rehabilitation or municipal branding. Little capital either foreign or domestic was available for investment in such enterprises. Government grants were certain ultimately to return to the tax-payer with horns on, and as railway construction was even more favourable in the east of the Province than in this county a blanket governmental subsidy to all companies would have been unfairly to Victoria. Municipal bonuses were paid by those immediately served and though the latter caused temporary distress, the steady economic benefits of the railways gradually brought relief.

The Battle of the Barricade.

An incident which is unique in the history of local railways occurred in Lindsay on November 14 1877.

A long strip of land lying between King Street and the river and stretching east from Lindsay Street for several rods, had been occupied for more than ten years by a siding of the Midland Railway. The railway company therefore claimed possession.

In 1857 Thomas Fee, a local lumberman, bought this parcel of land from Robert Lang an official of the Lindsay Land Company and proceeded to erect a mill on the site.

As the railway was elaborate Fee decided to take the law into his own hands. On the night of November 13th, he and Lang gathered a body guard about them took possession of the lot and set up a rough fence across the siding which ran into it.

After Barron the railway agent took personal oath we ought and prepared to battle his way through the new gate. The defenders then drew over from a hotel across the highway and Lang who happened to be a Justice of the Peace attached an oath of a few gentle boy oath read the Riot Act. Barron accordingly withdrew and telegraphed his troubles to the Head Office of Port Hope.

Morning saw Fee and Lang entrenched with a force of 50 men and a train which arrived from Port Hope at noon brought in an army of 100 medium-hards, gathered on the way at Peterboro. The engine was thrown driven two ways through the fence and a melee ensued in which the railway forces were victorious.

This astonishing branch of the police was afterwards investigated by Judge Molesworth. It was found that the land in dispute had been conveyed to the government Bureau of Works by William Purdy in 1842. It therefore formed no part of the Purdy estate taken over by Lang and the Lindsay Land Company in 1854 and belonged in 1877 neither to Fee nor to the railway but to the government.

George S. Cox Achieves Amalgamation.

In 1878 there were four independent railway companies operating in Victoria county. Within the space of three short years, one man succeeded in persuading their shareholders into a single union

The man was George A. Cox, a Peterborough insurance agent who became president of the Midland Railway in the fall of 1878.

By July 1 1878 Cox had made an arrangement between the Midland Railway and the Whitby-Lindsay Railway by which the two roads pooled their resources and divided their gross earnings in the ratio of 7/8 to 1/8. In June 1881 a syndicate headed by the Rev. D. A. McInnis, and John Proctor of Hamilton bought up a controlling interest in the Victoria Railway, and Goodwin Ludgate retired. Cox now became active again. He purchased the Peterborough & Minden Railway in July 1881 and amalgamated it with the Victoria in 1884. A merger of the Midland Whitby-Lindsay Victoria and Toronto and Nipissing railways. The consolidated lines were to be known as the Midland Railway of Canada. The first train from Peterborough to Toronto, via Millbrook and Lorneville, passed over the new system on December 15 1884 with a running time of three hours.

The second to join in amalgamation came in January 1 1884 when the Grand Trunk Railway leased the Midland Railway and Cox with drew from the new alliance. The Grand Trunk acquired the Midland already had a controlling interest of $615 620 in the Midland Railway capitalization of $1 600 000. There were the bankers for whom the versatile Cox had made his work so well and from whom, as we shall see, he received suitable recognition. The Midland Railway was finally consolidated with the Grand Trunk Railway on January 1 1893.

As part of the consolidation of 1884 plans were also for building short lines between Wick on the C.P.R. and Manilla on the Whitby Lindsay line and between Brechin on Simcoe and Lake the same section of a wide bridge and station at Lindsay.

The Wick Manilla line was seven miles in length and ran from Wick Junction a mile north of Wick Station to Manilla Junction a third of a mile north of Manilla Station (now Cresswell). The contract was let in July 1883 to George Wheeler M.P. in July 1883. With stations and Manilla station were all handsome the name Wick Junction were changed to "Rankwater Junction".

The Grenadier-Fairbrook line had its brave popularity as the Minden Line was begun in February 1882 under the contractorship of J. H. Pentecost. The latter had some hot in the ridges of two fine deep valleys at Tully's and Dorset's. The former required a trestle 750 feet long and 60 high and the latter a trestle 150 feet long and 70 feet high. Most of the rest of the work was either been filled in with ballast. On July 2 1882 a small locomotive exhibition and received from place at Steele's Mill, two miles east of Orrmonde Junction. Twenty Italians who had struck over an illegal reduction of wages and some Irish Canadians who had kept on working. Many were wounded and some killed. The first train over the Minden Line was run on November 26 1885 five days after standard time had been first adopted by the railways at Chaffey.

At Lindsay a new entry by means of a high level bridge just south of the line of Durham Street was decided on. The steel superstructure was supplied by the Hamilton Bridge Works and remained

ni a centre span, 5h feel long and two side spans, each 45 feet long. The supporting piers of solid masonry 87 feet in height, were built by Messrs McNeely and Wilkins of Lindsay. This bridge was replaced in 1903 by a through girder bridge. The old swing bridge across the Scugog at the head of Lindsay Street North was abolished and its spans put remotely from the river in Mah 1887 by Capt. George Crandell.

The old East Wurh station was also discarded and a new station site chosen just south of Durham Street at William Street. The first new station a diminutive structure, 27 feet by 8 feet, was built in September 1885 and burnt down on January 8 1888. The present building was erected on the same site in October 1890

During the eighties it was decided to make Lindsay the divisional point (as it is today) for the whole Midland system. The locomotive works which had formerly been located in Port Hope were therefore transferred to Lindsay. The first sod for the new buildings was turned by H J Rainsford on July 18, 1887

Irondale, Bancroft, and Ottawa Ry

A road which does not in actuality wirbin the consih but which is inseparably associated in the thought with the Victoria Railway is the I R & O (Irondale Bancroft and Ottawa) Railway. Railway is early linked as the LOU bonanza of its financial reign This railway system now (1939) is owned by Canadian National Railways. It has 2.2 miles north of Kinmount. A charter issued in 1886 granted permission to build road to Georgian Bay and east to Ottawa. The line was begun by Mr Myles, of the Snowdon Iron Mine, extended by C J Fleury and L. E Fiowlond, and finally completed by the C N R. in 1949 Constructional difficulties were enormous traffic was scarce and money scarcer. Each progress in building hardly averaged a mile a year. The first engine on the line was the Mary Ann, a gentle creature, who whenever the rails gave out, would stand silently down on the ballast without hurting a soul.

At the present day the I. R. & O. has reached Bancroft on its way to Ottawa

Hope Refused Midoch Bobcaygeon Sick.

The only important centre in the county which was not served by the consolidated Midland Railway system was the Christian village of Bobcaygeon with its products of lumber lime and building stone.

Attempts were made by Peterborough promoters in 1874-75 and again in 1881 to Hamess a line from Petersboro to Bobcaygeon Both attempts failed although in the former case Bobcaygeon and Verulam each voted $40 000 a bonuses

On March 26 1886 a charter was granted to a Bobcaygeon Lindsay and Portland Railway Company composed of Lindsay and Bobcaygeon business men. The company found construction beyond its means and accomplished nothing until 1903 An agreement was

then entered into with the Canadian Pacific Railway whereby the latter agreed to book construction or the understanding that they were to receive 7 per year lease. In this way the C P R got the road without the trouble of securing an extra charter and the directors of the B L & P R. pitched their objective the Burleigh Falls Peterboro with the broader world. The promoters of this project were H J Wickham W T C Boyd and Thomas Stewart

Surveys were made in May and June, 1884 over a line chosen from Bunkston in Durham county on the C P R. through Lindsay to Bobcaygeon. The Dominion government gave a bonus of 4000 per mile for the whole 35 miles of construction and the Ontario government $3000 per mile for the 18 miles between Lindsay and Bobcaygeon. The contract for building was let in July 1885 to W F Prentice

Either opposition was given by the G T R. The original plan had been to enter the town by a line which ran east of the river from the G T R. tracks on the level and come in on it across a single main to the N was permissible for a new road of such a character. But if rails had not a second main or siding. The G T R therefore anticipated matter by laying down 7 miles of extensive sidings (called the Carlisle Siding) in memory of the recent Spanish-American War) directly across the proposed route. A changed survey was hipped down in rivalry and passed under the G T R. high level bridge. The G T R. refused to allow the subsequent Dr trunk crossing to the old track of King Street in the East Ward but was forced to give way by the Railway Committee of the federal Privy Council.

In order to clear Lovesh Lindsay on the new level entire blocks in r thickly built up part of the Main Ward had to be bought up and demolished. Some lady residences with their outbuildings were wiped out and their destruction produced a housing famine in the town. The cost of mile of railway in their district Lindsay totalled over $150 000

The road was officially opened by H. F Hamerman on July 28 1887

A Line for Manitoba Wheat.

Scarcely had this Bobcaygeon spur been completed when the C P R. began to lay plans for the construction of railway from Victoria Harbour on Georgian Bay to their main line, near Peterborough. To this the Hon Edward of the western provinces might be herded with greater despatch Sarnia were began. In the fall of 1887 under the direction of Mr Gormley C E Seventeen different surveyed lines were run and a route was finally chosen in 1888 Building was hastened however for another five years because of the government's delay in dredging at Victoria Harbor particularly for the big grain vessels in order alongside the elevators

The G T R prepared meanwhile to counteract this C P R. venture by forthe-bombing the Midland Division from Midland to

Port Hope and supporting grades all along the route. A new entry into Lindsay from the northwest was built in 1908, thus eliminating the difficult grade on Victoria Avenue. Further construction was projected for in a leisurely fashion but the enterprise was brought when Chas M Hays perished in the Titanic disaster.

The C P R began work in earnest in 1911 on its line from Port McNicholl on Victoria Harbour to a point on the main line near Brunel, in Dorham county. (The junction here has been called Brunel, i e Leonard, spelled backwards.)

The general contract was awarded to the Toronto Construction Company and the local sub-contracts to Johnston Bros (Lorneville to Cambray) Peary and Stewart (Cambray to Lindsay) and F S Wilkinson (southeast from Lindsay.)

The last rail was laid on October 26 1911. The total length of the line was 48 miles and its maximum gradient four-tenths of one per cent.

Completion

Brief summarizing may classify the retrospect of Victoria's railways. Three early roads were built to link up the lands of the Kawartha lands with the outside world, and a fourth sought to tap forest wealth and supposed agricultural resources in the granite hinterland of Haliburton. These roads were amalgamated in 1881 and absorbed by the G T R. In 1904 the C P R completed a short line as a trans outlet for Verulam and Bobcaygeon and in 1911 built a cross-country grain portage line from Georgian Bay to their Toronto-Montreal trunk line.

Chapter XI.

A Century of Politics.

The sketch of a century's politics in Victoria county which is set forth hereafter has been confined to a bare outline of elections and governments. Material has been gathered for an analysis of the political issues which have been faced by electorates from 1921 to the present day but such a discussion has been found too extensive to include in the general history of Victoria county.

It might be well, however to note in passing that there have been real issues whose treatment and solution have underlain the political history of the century. There have been are and always will be vital problems connected with our national development, and it is the duty and purpose of governments to solve these problems in the best real interests of the people. Canadian national life is fed from the constant commingling of races developing in a new country under the directing influence of great geographical economic and sociological forces. Obstacles to progress of a developmental nature have arisen through the blockage of unscrupulous politicians of man or parties or the dominion of economic laws. When such problems as the Pacific wire adjustment, they persist, like politics in the body to cause continual trouble. For instance energy reserves, navigation, and agriculture' have suffered the drag of every true citizen to give the partial study to the real issues which confront his country and to exercise his franchise accordingly.

There have been issues, however when the true problems of national development have been almost forgotten and elections have been decided on a narrow sectional basis. It is difficult to escape the conclusion that in Canada on political predilections have been largely chosen than in Canada on racial or religious lines. Victoria County Irish Protestants have been usually Conservative and Orangemen always so while Scotchmen and Irish Catholics have been usually Liberal. Hence the late of men with central interests of loyalty in a political opponent has led to decades been conducting a miserable bigotry into the nationality and religious tenets of candidates and has been making religious hobgoblins peering from under political beds. Then, the ignorant gullibility has all too often been filled with specious arguments. Personal loyalties have prevailed. Party has controlled the weak. Party machines have controlled nominations and dominated elections. During the past twenty years, however we have been more-

ing away from such methods of deciding great issues. The rising generation is coming to think for itself and the younger men of to-day have nothing but contempt for blind party allegiance.

In this emergence of thoughtful persons in the people of Canada lies our greatest hope for the future. When a nation comes to know its own mind and is consider its problems on their own merits a new day has surely dawned.

For the mind and will of the great source of gravity of a democracy must come for unmaking in determining its history. The late Professor Goldwin Smith argued forcefully that Canada's destiny lay in annexation by the United States. John S. Ewart, of Ottawa, claims today with equal vehemence that Canada is to be an independent nation. Both these have great followings but both have been blankly ignorant of the conscious will of the Canadian people. Means both have been hopelessly wrong and have merely given those who at thought in vacant times new ammunition.

The people of Canada are coming to realize that there are national problems transcending the importance of mere party politics and both doctrinaire and professional politicos will have to defer to their wishes in the deliberations and decisions of the people themselves, for by these decisions the future will be shaped.

The U. C. House of Assembly, 1828-41

From 1821 to 1841 each of the modern Victorian townships as were then in existence formed part of Durham County and also politically as the West Riding of Newmarket District. For this riding two representatives sat concurrently in the House of Assembly of Upper Canada. The following were the members elected during the part of from the first settlement of Victoria up to 1841 :—1820-24 Samuel Herod Wilmot 1824-28 George Strange Boulton and Charles Fothergill 1828-30 John David Smith and Charles Fothergill. 1830-34 George Strange Boulton and John Ketchum 1834-36 George Strange Boulton and John Bruce 1836-1841 George Strange Boulton and George Elliott.

It was during this period that the Mlling ferment of Family Compact misrule came to its climax. The economic ills of the province suffered from the evil practices of irresponsible government. The settlement of the land had been made well-nigh impossible by grants to the church to politicians and to politicians friends. Redress seemed beyond hope and in 1837 a few of the reformers headed by William Lyon McKenzie entered on a rash brief pitiful strife revolt. The British government at last realized that all was not well in Canada and sent out Lord Durham to investigate. The outcome was a monumental report on the grievances and problems of both Upper and Lower Canada. Durham recommended (1) fair responsible government for granted to the colony as a cure for political abuses and (2) that the two provinces be united in the hope that mutual understanding might combat racial antagonism.

In surveying the events of this period it would not be wise to

broad the notorious leaders of either faction so deliberately will. Most of their acts were probably performed in accordance with conscience. We need to learn that integrity of character may be combined with the uncivilized prejudice and cruelty. Witness for example the almost unbelievable tyranny of bigoted Richardsonian in the case of Archdeacon Strachan and the unforgiveness bitterness and emotional violence of many of his followers. On the other hand some men even today take a long view to realize that those who differ with the political party nominally in power are not necessarily its foes or rebels.

All the members for Durham County from 1841 to 1851 were supporters of the Family Compact. Perhaps the foremost of their unsuccessful opponents was Chesterman Roe of Ops a retired naval officer who owned the southern section of the modern townsite of Lindsay. Roe left for California in the overland route during the gold-rush of 1849. He was never heard of again and his farm in Lindsay was sold for taxes.

Politics Following the Act of Union

As a result of Lord Durham's report, the British parliament passed an Act in July 1840 uniting the two provinces. The first election was held the following spring.

The electors of Durham County voted at Newtonville in Clarke township. Representation had been cut down to one and the contest was between George Strange Boulton (Family Compact) and John Tucker Williams (Reformer). Houlton took every precaution to assure his election. Two heavy wagon-bed boards were set up and within barrels of free whiskey stood on end with their heads knocked out. Axe-handles were provided for the persuasion of those who refused to be motivated. As voting was public and each man had to ascend a flight of steps to an open air platform each verbally announce the name of his candidate whom he favored the Compact blue ribbon men heavily-booted and each threatening. On this occasion, however the Scotch settlers of Hilton who were staunch old covenanters, alarmed to the point of fainting at the mixed drink used by their players, sat veiled to a man against Boulton. When it was announced that Williams had been elected there was a riot and a Reformer named John Marshall was stabbed to death.

During the first parliament in 1841 the township now in South Victoria and South Peterborough were formed into the Colborne District and assigned one representative in 1846 Victoria County was made a separate political riding with one member an arrangement which persisted until Confederation.

The promised principle of responsible government was soon to be rudely violated. Sir Charles Metcalfe who became governor in 1843 refused to follow the advice of his ministers in the matter of appointments to public offices and actually conducted an election in person in 1844 in order to secure the arbitrary powers which he desired. Wholesale bribery especially by grants of public lands was used and he succeeded in getting a small majority in his favor in the

Colborne District, however his candidate Colonel Baldwin of Toronto was defeated by George Sarker Hall, a Peterborough lawyer who ran for the Reform party.

The real governor was the Earl of Elgin appointed in 1847 In December 1847 the Vigo-Draper governmental formed under Metcalfe resigned and parliament was dissolved In the elections of 1848 the Reformers swept the country and formed a ministry under Robert Baldwin and Sir L. H. Lafontaine. Colborne District returned James Hall (Reformer) a Peterborough Gentleman with a majority of 31 votes over John Langton of Pengion and Richard Birdsall, of Asphodel

The Earl of Elgin had married a daughter of Lord Durham and was very anxious to give Durham's report full application in colonial affairs. He therefore accepted fully the principle of responsible government and held it his duty to accede to the advice of the leaders of the party in power

In 1849 a Rebellion Losses Bill was passed by the parliament, which Dan read in Montreal giving compensation to all in Lower Canada (inclusive of convicted rebels) who had suffered losses in the revolt of 1837 When Elgin gave the Crown's assent to the bill a mob of blackguards consisting of the so-called aristocracy of Anglo-Saxon Montreal assaulted Elgin with stones and rotten eggs burnt down the parliament buildings, and looted Lafontaine's house. The governor persisted patiently in his efforts to secure, however and unenlightened government emerged stronger than ever from this foul outrageous assault on it by the extremists of the Tory Conservative party.

In 1851 another general election read place The Reform party was again in the majority but Lafontaine and Baldwin retired from public life and their places were taken by A N Morin and Francis Hincks in his United Counties of Peterborough and Victoria (as surviding Hall did) John Langton of Pengion township (Moderate Conservative) was elected by a majority of 76 over James Hall (Reformer) the former member

Rise of Political Parties.

During the period from 1841 to 1866 the elements which make an our modern political parties may de seen in primitive form For seven time these were really five parties in the Assembly as follows —(1) a rebel remnant of mainly Canpaci Tories which burnt himself out in the struggle of 1848 (2) the moderate Conservative Wm and Lafontaine (4) the Clear Grit Reform party of Upper Canada and (5) its counter-part, the Parti Rouge of Lower Canada.

After an election in 1854 some of these parties had a majority in parly (2) a fuller conservative Liberal party represented by Said the Rouse and John A. Macdonald a leading Conservative, was instrumental in bringing about a coalition between the Conservatives and the Conservative Liberals, thus forming the nucleus of what is

still known as the Liberal-Conservative party. The Clear Grits and Parti Rouge were more or less thrown together in the opposition and are the direct ancestors of the straight Liberal party.

Victoria county had been made a separate riding in 1846 and in the election of 1854 returned James Smith (Reformer) a Port Hope barrister by a heavy majority over Messrs. Pyke (Conservative) the Roberts on barrister. Smith supported the coalition already referred to and gave much offence in his constituency by doing that he did in retire from political life.

In the next election of 1857 there was actually four candidates in Victoria. A. A. McLaughlin (Liberal) of Manvers, Samuel Davidson (Liberal) of Mariposa, Reuben Lang of Lindsay and Archibald Cameron (Conservative) a Toronto lawyer. The latter was elected.

In 1861 James W. Dunsford (Liberal) of Verulam defeated John Cameron. Dunsford was again successful in 1863 when his opponent was Hon. Sydney Smith (Conservative) of Cobourg.

Circumstances Leading to Confederation.

It had become fairly clear by this time that any legislative union of provinces established in 1840 would not last much longer. It was evident that the system of two governments differing as widely could not be efficiently managed by one set of ministers and a single legislature. The bond was too rigid to be natural.

At last in 1864 the machinery of the Constitution came to a deadlock. Four ministries had been overturned in the course of three years. Neither party could govern more than a nominal and not the unreliable majority of one or two votes.

The leaders from each government had too much sense to desire absolute separation. Union was the cure, and only to give sufficient force to the development of the country but also to consolidate the country against dangers from without.

A new kind of union therefore had somehow to be secured. In 1857 the Ontario Liberal leader George Brown had asked the Assembly to declare for "the federation of two or more local governments to which should be committed all matters of a sectional character and the creation of some joint authority to dispose of the affairs common to all." But this was rejected then but its time was to come. In 1864 Brown consented to join forces even with John A. Macdonald to whom he was particularly opposed to set up a federal system including the Maritime Provinces.

The Legislatures of Nova Scotia and New Brunswick as well as that of Upper and Lower Canada agreed to the scheme drawn up by their delegates and most willingly adopted it their request by the Imperial Parliament and so on July 1 1867 the Dominion of Canada came into being.

Basis of Confederation.

The statutory authority for this union was the British North

American Aid For the Dominion as a whole, the government was to consist of a governor-general, a senate of 72 appointed senators, and an elective House of Commons in which Quebec was to be represented by 65 members and the other provinces according to population on a relative basis. The provincial party in the House of Commons was to select certain of its members subject to the nominal approval of the governor-general to act as a cabinet or privy council and nominally to direct the various departments of the civil service. The legislative powers of the federal government embraced among other things the postal service, the census, regulation of trade and commerce, customs duties, militia and defence, navigation, railways, currency, banks, negotiable paper and extra-provincial business, bankruptcy and criminal law.

The four provinces Ontario (formerly Upper Canada); Quebec (formerly Lower Canada); New Brunswick and Nova Scotia each had separate provincial governments for local administration of provincial affairs in Ontario this government consisted of a lieutenant-governor and an active legislative assembly of 63 members. The jurisdiction of the provincial government included education, public lands and timber, municipal matters, the solemnization of marriage, liquor licenses and prisons and hospitals in and for each province.

Victoria County Federal Politics.

By this same Act, Victoria County was divided into two ridings, South Victoria consisting of the townships of Ops, Mariposa, Bexley and Verulam and the town of Lindsay, and North Victoria, consisting of all the township lying to the north

From 1867 to 1874 the Dominion government was dominated by the Liberal Conservative party under the Rt Hon. John A. Macdonald. Victoria county was however in the opposition for part of this time. In the election of 1867 John Morrison (Liberal) of Woodville defeated John Cameron (Conservative) of Canrobert, in North Victoria and in South Victoria George Kendall (Liberal) of Lindsay defeated Hector Cameron, Q. C. (Conservative) of Toronto.

The next election in 1872 was a complete turn-over in North Victoria Joseph Hughes (Conservative) of Bexley defeated the former member and in South Victoria Sir John Macdonald (Conservative) a Lindsay barrister defeated John McLennan a merchant of the same town.

In 1873 it was proven that his Canadian Pacific Railway then recently incorporated had made very large and questionable if not Conservative election campaign funds This disclosure knocked the party for the time being in the election which followed a Liberal government under the Hon. Alexander Mackenzie was returned with a large majority Victoria stood Conservative however In the south riding Hector Cameron, Q. C. (Conservative) was out from James McLennan K. C. (Liberal) and in the north riding Arthur Mclntyre (Conservative) of Emily vanquished John McLennan (Liberal) of Lindsay

Under the Mackenzie administration voting by ballot was introduced in 1874 the Supreme Court of Canada was established in 1875 and the scott Act was passed in 1878.

On September 17, 1878 the Conservatives under Macdonald were returned to power on the strength of their "National Policy" of high customs duties to protect home industries in Victoria county the three members Hector Cameron, Edward Blake and Timothy Anglin were returned. Their opponents were James McLennan and John Connolly respectively.

The Conservatives now remained in power until 1896 The only affair was held by the Hon. Edward Blake from 1882 to 1887 and from 1887 to 1896 by the Hon. Wilfrid Laurier.

In 1891 Hector Cameron was again elected for North Victoria, with a majority of 410 over George Keith (Liberal) and John R. Bundes (Conservative) had a majority of 41 in South Victoria over William Needler

The next election in February 1887 saw college Cameron and Isaac Tarbell guilty of bribery and had been unseated in the previous parliament by members of his own party There was therefore little surprise when he was routed in North Victoria by John A Barr (Liberal) Tarbell in South Victoria Adam Hudspeth (C. C (Conservative) of Lindsay won a majority of 47 over William Lowmanhouse Marquis farmer Liberal) but was re-elected by a majority of 14

Mixed 1911 was the first day of contest. On this occasion John A Barron (Liberal) had a majority of 464 over Sam Hughes (Conservative) in North Victoria and Charles W. Fairbairn (Conservative) received a majority of 14 over Thos Walters (Liberal) in South Victoria Both of the members-elect were unseated. While Fairbairn, however was re-elected by 324 majority Barron lost to Hughes by a majority of 340

Sir John A Macdonald died in 1911 and the Conservative party rose into troubled waters under his successors, Abbot, Thompson and Tupper Finally in 1896 the Liberals under Sir Wilfrid Laurier swept the country and set up an administration that was to last until 1911.

At this time George McHugh (Liberal) carried North Victoria with a majority of 42 over Dr A B Freeman (Conservative) in North Victoria however Sam Hughes (Conservative) was again elected with a majority of 354 over R. J McLaughlin (Liberal)

The majority increased entirely new again in 1900 Dr Freeman was then elected with a majority of 318 over Sir Sir Sir

Falls in 1906 James B. Dow of Lindsay in 1911, and George D. Jones of Kendrick in 1917.

In 1911 a Conservative government under Sir Robert Borden came into power, and Sir Sam Hughes was made Minister of Militia and Defence. In 1917 a Coalition government was formed for the duration of the war in order to guarantee control over conscription. Since the close of the war control has passed into the hands of the National Liberal, and Conservative Party under the Rt. Hon. Arthur Meighen.

Victoria County Provincial Politics.

The first provincial government was formed on coalition lines in 1867 by John Sandfield Macdonald in the north riding of Victoria. A. P. Cockburn (Liberal) a Kirkfield gentleman and defeated Joseph Hughes (Conservative) of Bexley and in South Victoria Thomas McMichell (Conservative) of Omemee had been elected by acclamation.

In 1871 the province was swept by a resounding Liberal party which held power from 1871 to 1905 and on the whole worthily. Under Sir Oliver Mowat, premier from 1872 to 1896 the government though strongly partisan, was thrifty and honest. Mowat won his greatest fame in vindicating provincial rights against the pretensions of the Dominion government, especially in his cases of the boundary between Ontario and Manitoba and of the control of timber and crown lands.

The election of 1871 returned Duncan McRae (Conservative) of Ballsown for North Victoria and S. G. Wood (Liberal) Esq. mayor of Bowmanville for South Victoria. Their defeated opponents were Dallas Uyoll, a Pontypool Falls furniture and Thomas Marchett, the late member respectively.

In 1875 McRae died and in J. B. Smith (Liberal) of Pontypool Falls. This latter withdrew on the filing of a petition and Mackenzie secured S. C. Wood (Liberal) over W. Cottingham (Conservative) of Omemee by the following year Wood was made Provincial Treasurer, and in the by election necessary to confirm this cabinet appointment defeated Adam Hodgson a Lindsay barrister.

The election of 1878 brought in R. S. Fisk (Liberal) of Minden, stipendiary magistrate for Haliburton county as member for North Victoria. His opponent was John Fell of Somerville township. In South Victoria the Hon. S. C. Wood retains and his position against W. L. Russell (Conservative) of Lindsay. Hon. Wardon of the county Wood retired from political life in December 1882.

In 1882 John Fell (Conservative) defeated R. S. Fisk in North Victoria and D. J. McIntyre (Liberal) of Lindsay won from C. W. Fitzsimons (Conservative) in South Victoria.

During the next general Ministry tried to make his position permanently certain by having the ridings gerrymandered into East Victoria and West Victoria and handling in the latter the Liberal

townships of Ops Mariposa Eldon Carden, and Bexley His schemes met with people inertia in the meeting of 1856 The Reform majority in Markham for instance hampered every ship to a halt were things happened in the other townships John Crucess (Conservative) was elected, and McIntyre withdrew permanently from political life In East Victoria John Fell was returned with an increased majority The ridings remained as previously until 1849 when they again became North and South Victoria as of old The heroic Liberal prestige was permanent, for during the 49 years since the gerrymander only one Liberal has been elected by this county in the provincial house.

In June 1890 John Fell (Conservative) was sustained in East Victoria but John Cruess was vanquished by Dr John MacKay (Liberal) of Woodville

In 1894 the Patrons of Industry a farmers political organization, placed John Campbell in the field in West Victoria where he MacKay was running for the Liberals and Robert Hayman for the Conservatives) and William Thurston in the field in East Victoria against J M Carnegie (Conservative) In West Victoria, Campbell lost his deposit and McKay had a majority of 479 over Hayman East Victoria gave Carnegie a majority of 272 even Thurston in the previous he whole the Patrons of Industry elected 11 members out of a total of 89 The movement suffered from its leaders refusal to broaden out and remain an agrarian party

Samuel J Fee (Conservative) at 9pa defeated Fr McKay in West Victoria in 1898 and held his own against Newton Sinale in 1902 and 1904 against Thomas Stewart in 1908 John H Fell (Conservative) had his success in East Victoria, his adversaries being John Amaie in 1898 L F Hagey in 1902 and John Austin again in 1908

Meanwhile under Mowat's successors the barnacles that always attach to a party long in power became unpleasantly conspicuous and in January 1905 the Conservatives under James F Whitney came into power with a majority of forty members Hon Dr Smith of Whitney the Hon Wm. M Hearst became party leader in 1896

In the election of 1908 Samuel Fee (Conservative) won from Thomas Stewart of Lindsay by 98 votes in West Victoria and in East Victoria J M Carnegie was elected by acclamation Before the next election Carnegie had retired from politics and Fox and died (July 1 1911)

Dr A E Wroodman (Conservative) carried West Victoria in 1911 with a majority of 104 over C W Weeks (Liberal) Dr E. M. Mason (Conservative) of Fenelon Falls was returned by acclamation for East Victoria

In 1914 the ridings once more became North Victoria and South Victoria Dr E M Mason (Conservative) vanquished Thomas Monaghan (Liberal) by 449 votes in the former constituency while John Garvey (Conservative) was out-loan A. M Fraiton (Liberal) in the latter by a majority of 146

In October 1919 a new agrarian party the United Farmers of Ontario assumed control of Ontario politics in South Victoria Freeman G Hendy (U F O) had a majority of 1148 over Dr John W Wood (Conservative) and in North Victoria the Rev Edgar Watson (U F O) of Pontypool Falls defeated Dr Mason (Conservative) the late member by 918 votes.

Senators From Victoria.

In the Dominion Senate formed at Confederation Victoria county was represented by the Hon John Simpson father of Dr J Simpson of Lindsay Senator Simpson had previously been elected twice to the Legislative Council of Canada from Newcastle District and when the Senate was consolidated in 1867 he was appointed as one of its charter members He died soon afterwards however and Victoria was without representation in the Upper House until February 1892 when John Dobson of Lindsay was appointed George McHugh of Lindsay joined him in the Senate in 1891 Senator Dobson died in 1907 But Senator McHugh is still active.

Chapter XII

A Schoolhouse Revolution

It is impossible to understand the development of schools in Victoria County without some knowledge of the evolution of the school system of Ontario as a whole. A brief history of education in Ontario therefore follows as an introduction to the record of the county schools. For the convenience, however, of those who are not interested in systems and developments, this chapter has been divided into two parts (A) and (B). By skipping the general history in (A) one may pass directly to the more intimate annals of the county's schools in (B).

(A) General History of Education in Ontario.

It may well be pointed out here that the educational system of Ontario is divided into three stages, elementary or Public Schools, secondary schools and universities, each with definite limits and distinct functions. The early elementary and secondary schools have grown up in this county. The history of the universities will be passed over lightly.

Administration of School System.

The most administration of the educational system of Ontario falls into two main periods, a bureaucratic period, from 1838 to 1876 and a period of administration by responsible ministers from 1872 down to the present.

In 1839 a General Board of Education for Upper Canada was established with the Rev Dr John Strachan as Chairman. This Board was too busy with clerical plotting to accomplish much for the benefit of the province, and ultimately disappeared.

On October 18 1844, Sir Charles Metcalfe appointed the Rev Egerton Ryerson as Assistant (and later Chief) Superintendent of Education for Upper Canada. An Act in 1846 provided for a General Board of Education consisting of Ryerson and six other members appointed by the governor-general and a Council of Public Instruction to look after the Normal School. These two bodies were amalgamated in 1850 as the Council of Public Instruction. Ryerson was the real administrator of education in the province until 1876 when he resigned.

In 1876 non-responsible paternalism ended and a Department of Education, with the Hon Adam Crooks as responsible Minister was formed. Subsequent Ministers of Education have been the Hon G. W. Ross (1840-1896) the Hon Richard Harcourt (1846-1914)

(the Hon. Dr R A Pyne [1908-1911] the Hon. Dr Cody (1913-1918) and the Hon. R M. Grant (appointed 1918).

In the reconstruction of 1876 the Council of Public Instruction was replaced by a Committee of the Executive Council, which really functioned as a Central Committee of Examiners consisting of Professors George Paxton Young of Toronto University (as Chairman), the three High School Inspectors (J. A. McLellan, J. M. Buchanan and A. A. Marshall, and four Public School Inspectors (J. C. Glashan, J. J. Tilley, G. W. Ross and J. L. Hughes). The Central Committee of Examiners was succeeded in 1846 by a "Joint Board of eight members half of whom were appointed by the University of Toronto and half by the Department of Education. In 1853 this Joint Board became the Examining Council consisting of nine members representing the High School inspectorate and one representative of the Public School Inspectors. The Conservative government of 1859 changed this body into an Advisory Council of fifteen members, nine members who represented all branches of the school service. In 1906 as the new Minister was a physician and not an educationalist the old office of Superintendent of Education was revived, and John Seath B.A. their Junior High School Inspector was appointed Deputy-in the office Seath was virtual Minister in the Department—until his death in 1918. The Advisory Council was abolished and has not as similar body created. No successor to Seath has as yet been appointed.

Public School System Develops

The beginnings of our present elementary school system are to be found in a Parish or Common Schools Act passed in 1816 by the Assembly of Upper Canada. By this Act the people of any village, town or township might establish a Common School by building a school house furnishing at least twenty pupils and electing three trustees. All the names from a District Board of Education of five members was appointed in each District by the governor for the purpose of superintending the Common Schools, distributing the annual government grant among the teachers and making an annual report to the governor. There was to be a permanently yearly grant to each District of $1,600. Its assessment and rate for books the balance of the cost of school maintenance had to be made up by local subscription.

No advance on this legislation was made for over a quarter of a century. Strachan, who dominated the situation did not believe in education except for the sons of his Family Compact Anglicans. The school-houses were log shacks without blackboards maps or adequate text-books. salaries were so small that boards often could hire only common idlers in scholastic falsehoods as disabled and ignorant veterans. In 1841 there were 890 Common Schools in the province, serving about one in eighteen of the population. Not one teacher in ten was fully qualified. There was no efficient supervision and no way of enforcing improvements. Worst of all few people had

any interest in education or any appreciation of its worth.

With the union of the provinces in 1841 a great change began. The Ministerial Act of that year gave to the local governments worth-while autonomy with a central government. School Acts were passed in 1841 and 1843 but were poorly drafted and did not work well. In 1846 the Rev Dr Robert Ryerson, head of Victoria University, Cobourg was appointed Superintendent of Education for Upper Canada. After a year of foreign travel and investigation, Ryerson prepared the Common School Act of 1846. His plan was a really creative one. He mapped out districts of the province with their furnishings. The leverage of the government grant to compel districts or school sections to employ qualified teachers, to pay more adequate salaries. It made compulsory land books and duplicate payment of bills required by law. The Act therefore provided for a Normal School and a Model School situated in Toronto, at which teachers could secure their first training and for a Superintendent of Schools in each Municipal District who should examine every school at least once a year and report on its efficiency for the government grant.

The Normal School was opened in 1847 under the superintendency of Thomas Jeffrey Robertson. Up until 1871 teachers' certificates were only to be carried where granted, were issued by the County Boards of Education. The Normal School began to issue grammatical certificates of Art 1st, in 1851. It was from this date only that Normal School could grant first and second class certificates for that all that County Boards could bestow was a three-year third class certificate for those who had passed a qualifying departmental examination. A tremendous change had thus been brought about in 1846. Ryerson had forced all schools taught by teachers without qualifications to attend summer professional training. By 1875 every teacher in the province was certificated under Government organization, and a great many of these had been trained at Normal School. This end had not, however, been attained without many stirring battles with the friends of free-minded teachers and with trustees who wished cheap teachers regardless of their qualifications. Additional Normal Schools were since established at Ottawa in 1875 at London in 1900 at Hamilton Stratford and North Bay shortly after and at North Bay in 1908. A system of County Model Schools was set up in 1877 but had gradually disappeared by 1907.

In 1866 Egerton Ryerson's famous Common School Act, which has often been called "The Charter of the Ontario School System" Their Act permitted the levying of school taxes on all property and had simply for the purpose of school-children as had been done before and the abolition of all children free of charge. This was certainly scientific practically all of Ryerson's for the common school, even though partially parasitic on government. It was an honorable to promote with the free school. The Act was thus a death-blow to the efforts of those clergymen to get education into their own hands and to train up the youth of the country in an atmosphere of peculiar. The Act also made Trustee Boards corporate bodies with

full power to levy taxes each to manage schools subject to governmental regulations.

By another Act passed in 1871 the principle of free schools and general taxation for school purposes, made permissable in 1858, became compulsory as a natural corollary attendance became compulsory as well, for all children between the ages of eight and four teen. Common Schools were managed Public Schools County Inspectors of Public Schools, who had to be qualified teachers with long and successful teaching experience were appointed Teachers were to make small payments towards a superannuation fund This most vital scheme had been set going on an optional basis by Ryerson in 1854 It was abolished by the Mowat government in 1891 and was revived again April 1917 At present teachers are now giving it their full support.

During the next fifty years, while no great change has been made in the administration of the Public School System many changes have been gradually worked into it. Inspection

Kindergarten were begun in 1883 and officially recognized by 1888 hence 1914 this work has received fresh impetus with the formation of a new Public School department known as the Kindergarten Primary

The study of Agriculture was started as early as 1871 but nothing effective was done till 1874 when a system was worked out wherein by graduates at the Ontario Agricultural College were appointed as County Agricultural Representatives and instructed school Inspectors in Agr on three months' duties In 1918 such instruction was carried on in 1030 Public and Separate Schools.

Domestic Science for girls and Manual Training for boys were introduced in 1890 the to men by a Mrs. Headman and the latter by Wm. MacDonald of Montreal as stated by A. H. Leake in 1918 Domestic Science was being taught in 10 centres and Manual Training in 34 centres

A system of Continuation Classes was originated in 1886 whereby pupils could receive within still in Public School, advanced instruction similar to that of junior High School classes in 1918 there were 127 of these Continuation Classes, with an enrolment of 5164 pupils

Development of Secondary Schools.

The antecedents of our High School system go farther back into the past than do those of our elementary schools In 1798 some 940 221 acres of land were set aside to support five Grammar Schools and a University An Act passed in 1807 made an annual grant of £100 to one Grammar School in each of the eight municipal Districts then established These Grammar Schools were supposed to be classical seminaries after the model of the great English Public Schools In practice they were largely set controlled by Anglican clergymen and reserved for the children of the Family Compact oligarchy

So inconsistent did these schools become that in 1819 a Select

Committee on Education, appointed by the Assembly recommended their abolition. They were however maintained by the influence of the Council of 1838 their revenues and endowment was placed under the Council of King's College at Anglican University whose charter had been received in Italy by Dr Strachan

Mr control of Grammar Schools was given Quarter to the appointment as Superintendent in 1844. He proceeded, however in having investigation made it was found that in 1846 forty Grammar Schools had only eight matriculants altogether Most of them were doing Common School work of a dull & poorly

A Grammar School Act which became law on January 1 1850 made secondary schools part of the provincial system Grammar School Trustee boards, will power to levy rates were appointed by County Councils. Legislative grants through assessment were to be made only when balanced by equal taxation and appropriations were to be conducted by Grammar School Inspectors appointed by the Council of Public Instruction

Four years later Egerton founded a Model Grammar School at Toronto for the professional training of Grammar school teachers. This school was closed in 1849 and all such instruction given in the Normal School until 1853, when Training Institutes were set up in connection with the Collegiate Institutes at Hamilton and Kingston in 1861 the Training Institutes at Toronto, by the Model School at Potsgrove established at Toronto with James A. McMillan as principal In 1868 this was affiliated with Hamilton Collegiate Institute as the Ontario Normal College. In 1907 Provincial Normal Chatter at Toronto University and Queens University took up the work. As in 1870 those Faculties of Education were centralized at Toronto as the Ontario College of Education.

Ryerson drafted a second Grammar School Act in 1853 It was now necessary for head-master of Grammar Schools to be graduates of universities in the British dominions. Half the Grammar School trustees were to be appointed by the council of the town or village in which a school was situated. And the government grant was based on the number of pupils studying Latin or Greek. As a result almost all the students in such schools were rural pupils. Hill and rudely were thrust into the Grammar School and not at Latin as an to secure a large government grant The result was widespread demoralisation of the school system.

George Paxton Young one of the Grammar school inspectors, diagnosed the ills and prescribed the remedy in a High Schools Act which was passed in 1871 By this Act, the term Grammar School was abolished and the name High School (borrowed from the United States) was substituted The classical elementary of the past were disregarded and provision made for training in advanced English natural science, and commercial subjects. Languages became optional only A department examination was also prescribed for all pupils seeking admittance to High Schools. This examination which still persists was unfortunately possible in that it shut out all little

pupils and gave the High Schools a distinct status in the educational system. Commercial agitation against the Entrance examinations has been raised on for years but the most hard to break down has been founded in doctrinaires [illegible] incompetent. Public School teachers, and the zealous pursuit of stupid or lazy children. In cities like Toronto, where Public School staffs are competent, well harnessed and inspectors in incessant attendance in High Schools on teachers recommendations is perhaps feasible but various of urban centres, the abolition of the Entrance Examination would soon demoralize our secondary schools.

The Act of 1871 also made provision for a superior class of High School to be known as Collegiate Institutes. The chief differences from High Schools lay to a higher standard of equipment and in "specialist" qualifications for teachers at the head of departments. During the five years which followed the outstanding phenomenon in secondary education in Ontario was the way in which the Universities and Normal Schools dominated and encroached upon the High Schools.

The earliest universities in the province were King's College (charter of 1828) Queen's College (chartered 1841) and Victoria College (chartered 1841) many other colleges followed in the course of time but all except three (Queen's McMaster and Western) have been affiliated with Toronto University under a federation scheme worked out in 1887

For half a century the masters of study in our High Schools have been almost wholly instructed by the requirements laid down by the universities for matriculation into courses towards the professions and by the departmental requirements for entrance into Normal Schools and the teaching profession. No provision was made to meet the real needs of the great number of students who did not go beyond High School. For girls especially the main consideration of whose career is homemaking and real the sterility of a profession such as was was almost criminal in its tendency to academic subjects and to dominance of English literature.

Another weakness in provincial education was the way in which a bureaucratic Education Department, by its passion for uniformity regardless of local needs, kept hammering on an inevitable sameness of elaborately detailed syllabi for the guidance of teachers of all grades down to the most obscure and trivial detail. The Department was apparently loath to credit any teacher with the administrative intelligence of an old tripod ape.

A transformation was foreshadowed by the appointment in 1928 of a Royal Commission Committee to examine the secondary school system of Ontario and report on necessary or desirable changes in organization

The report of this Commission is to take effect in September 1934 and will inaugurate many drastic changes. The secondary schools will now provide a five-years course consisting of a Lower School course of two years a Middle School course of two years, and an Upper

School courses of one year. The study of English is compulsory throughout every year and the study of Canadian History and Civics, Physiography, Algebra, and Geometry each a obligatory in the Lower High School for one year only. All other subjects are optional, but at least three and not more than five are to be taken each year. Options are to be guided by the Principal and by the student. Provision is made for the study of Agriculture, Household Science, Manual Training, or Art in each subject whenever which the principal and School Board may decide is desirable in the locality. Pupils who do not wish to go beyond the High School may receive a Grade eight Diploma by passing at 12 subjects at least of the Middle School. In all examinations, pupils will be credited with every paper on which they obtain 30%. The regulations of the system are far reaching and it will require at least two years for proper assimilation by our schools.

Further drastic changes affecting both public and High Schools will be made by a recent Adolescent School Attendance Act which is supposed to take effect this September. The particulars of which is supposed to take effect this September. The particulars of which is supposed to take effect this September. The particulars of

al Mechanics Institutes by County School Inspectors and in 1865 they were placed under the Minister of Education and incorporated into the provincial educational system. A Free Libraries Act, passed in 1882 then permitted Mechanics Institutes to become free libraries, supported by a maximum tax of half a mill levied on the municipality and in 1896 the word name was changed to "Public Library". Great Canadian philanthropists were also to most of the provincial libraries by the late Andrew Carnegie the Scotch American millionaire. Supervisory control however has remained around in the Education Department. An important revision of the Public Libraries Act in 1960 greatly influenced the support of a municipal per capita tax of fifty cents.

The industrial place institution of the old Mechanics Institutes has largely disappeared from the modern Public Library and has been otherwise provided for. In 1909 a Technical and Art school was opened at Hamilton and in 1910 a large Technical High School began operation in Toronto. In the following year the Minister of Education established a sub-department known as the Department of Industrial and Technical Education with Dr. F. W. Merchant as Director. Great progress has since been made and in 1921 there were 12 industrial day schools with 177 teachers and 1795 pupils and 36 industrial night schools with 418 teachers and 2834 pupils.

(B) Elementary Schools in Victoria.

Only a few primitive schools grew up in Victoria county in the ill-organized period prior to Ryerson's appointment as Provincial Superintendent of schools.

In Emily the first school was at Coutts, James Laidley and Carroll Rothrew Randolph were early teachers. The first school in Ops was the modern school-section No. 9 long known as the Mc Neely school. The first teacher here was Wm. F. McGrynn, who came to Ivan Cover township in 1846. He taught at first in his own log house and then in a log school on the farm of Charles Cornell. The "Walker" school at the junction of the Bethany and Dunsford roads was also very early. The teache here was Thomas Reid in Mariposa the first school was that of Oakwood and at Taylor's Corners. In Eldon the first teachers were at an early date Peter Mc Farlane on the town-line Lucknow Campbell on Concession III and John Grosgrain on Concession VI. The first school in Verulam was taught by John Taylor in a log cabin on Bobscaygeon Island.

Under the Common School Act of 1846 Rev. Silas Burnham of Peterborough was appointed Superintendent of Schools for the Colborne District a position which he held till 1850. His salary was at first £80 per annum, and was later raised to £90 a year which was supposed to cover travelling expenses which far exceeded his stipend. His house possessed private means he could never have carried on as he did if a dead set for seven years of steamrolling till Mic report for 1851 records a great deficiency of school-houses, due to the poverty or indifference of parents. A fair number of children could read

and write but another grammar the history was taught and geography was rare

Thomas Beamon succeeded Harbison in 1851 at a salary of £130 per annum. He resigned at the end of the year and his letter of resignation quoted hardships in part as an almost commonplace on conditions at that time — The first and most powerful motive which impels me to decline re-appointment is the chief of superintendent of schools is the unwritten law that the amount of labor which the faithful Incumbent of its duties would entail upon the newcomer in more than any one person could possibly endure. The distance which must be travelled over to complete one visit in each school section in this county would appear totally incredible to anyone who had not taken some pains to ascertain the same for journeys if accidents one must could not be readily accomplished in a quarter of the year at an average rate of travelling of twenty miles a day. This the year at an average rate of travelling of twenty miles a day. This rate considering the state of most of the roads and the time which must be spent in properly examining a school in greater than could possibly be sustained for a week or two. Then the attention of the hundred communications have been received and nearly five hundred despatched. The promulgation of forms and decisions which not infrequently required days of careful research and much labor in furnishing the same and numerous copies (All this making it be borne generally was in one and the) I do not exaggerate when I state that the office work alone of my situation has consumed more time and no petty portion of my waking hour to secure it to be labor bold offices in the country I find that my health to not equal to the task this office imposes. Frequent night journeys and change of quarters brought on a pain in the kidneys which kept me from the performance of my duties for several weeks every attempt to resume my journeys attended with a relapse. Moreover my personal expenses for the past twelve months travelling expenses, repairs, postage and loss in value of a horse worn down have amounted to about seventy dollars leaving only sixty dollars as remuneration for services which occupied the whole of my time to the exclusion of all other sources of income.

Messrs Wilson whose son was killed at Fort Erie was one of the outstanding Canadians of his generation. He was killed in the great railroad disaster at the Desjardines Canal in 1857

After his retirement in 1852 a system of Local or Township Superintendents was set up. By 1857 nine men (Rue in Victoria county and four in Peterborough) were carrying out the duties which had been left alone.

In 1857 Local Superintendents in Victoria were as follows —For Wm. Bridge, Omemee supervising Manly with 11 schools W B McConachie, Lindsay supervising One with 13 schools W B McConachie, Oakwood supervising Mariposa, with 12 schools Peter H. Clark, M.D. Woodville supervising Bliss with 8 schools Rev Daniel Wright, Fenelon Falls supervising Fenelon, Verulam, Somerville and Bexley with 10 schools. Some 1858 a dozen were attending

school, of whom 2127 were boys and 1346 girls. Of the 47 schoolhouses, 35 were log, 11 frame, and 1 brick house. 36 schools were free, and 16 partly free. All the teachers held qualifying certificates. The average length of the school term was 11 months. 78 days There had been 122 visits made during the year chiefly by trustees and clergymen. No organized school in the county was teaching Canadian history but 12 were giving instruction in algebra and 7 in geometry.

In Lindsay, the first school had been begun about 1841 in a frame building which still stands at 20 William Street. It was named as a school during the week and on a Sunday as a Methodist church on King Street. In 1844 a frame school was built on the north-west corner of Kent and Albert streets.

Four years later, Roman Catholic separate school classes were begun by John O'Donnell in the log church on the south-east corner of Lindsay and Russell streets. The attendance in 1847 was 111 and the teachers, any Rev. Patrick O'Connor and Miss Michael O'Neil (1855-56) John Murray (1860-61) Miss Ellen Ryan and John Sweeney (1864-71) In 1848 the present white brick building was erected on the same site as the log church. At the present day there is a staff of three teachers with a registration of 174 boys. Lindsay Catholic girls to the number of 160 are taught in Strachan in St Joseph's Academy, Lindsay.

The Hume Common School building in Lindsay was replaced in 1845 by a red brick Union School building demolished in July 1961. This imposing edifice, on a mediaeval abbey was built with six wards for convenience in making additions. About 1870 the bricks on the west side were filled in, adding on a two room addition. No one was ever taken at those in the east side, her's valley of building. eastern ward schools was entered east through At the present day new Ian Victoria School is in the East Ward the King Albert School in the South Ward the Alexandra School in the North Ward and the Central School on the site on the north west corner of Kent and Albert streets. The registration in these schools for the year was 217 and the expenditure for maintenance $31,827 20.

In the county are a whole Public School Board of 1871 established two inspectorates East Victoria and West Victoria. The inspectors then appointed were J. H. Knight and Henry Reesh respectively. Their successors in more recent times have been J. N. Hendrick and W. H. Stevens, B.A. respectively

In 1872 there were 116 schools in the county of which 84 were brick 11 frame and 11 log structures.

In 1961 there were only 103 rural schools but 71 were brick 8 stone 24 frame, and none of logs. The total value of rural school property and equipment in 1961 was $1,567,175, each the total expenditure or education for the year was $218,504 81

The number of school-children has, however decreased rapidly in the rural Inspectorate of West Victoria, during the past 57 years,

while the number of householders has increased by 492 the number of children of school age has dropped from 6953 to 5479. The cause is obviously rural migration to urban centres, but the voluntary limitation of families. As a result many schools once prosperous are now little or nothing. In a remote many schools in West Victoria whose average total attendance is only 50 pupils, or 2 pupils to each teacher would Mayo. Attempts have been made to improve the situation by consolidating school sections adjacent to Minden and Woodville but the movement has been defeated by the opposition of childless ratepayers. The consolidated school in however a make-shift and not a remedy and would itself ultimately stand empty unless continued each district.

The total value of all school property and equipment in the county today is $287 000.00 while the total expenditure on education in 1920 was $238 000.00

Agricultural Instruction

The first instruction in agriculture in this county was given in 1907 in connection with the Lindsay Collegiate Institute by Francis H. Reed, B.S.A. then newly appointed as County Agricultural Representative.

The present representative, Mr A. A. Knight, has done notable courses in agriculture in connection with the Farmers Clubs. He has also organized many successful school fairs in connection with the rural schools. In 1920 school fairs were held at Bobcaygeon, Burnt River, Cambray, Dalesville, Downeyville, Dunsford, Franklin Falls, River Cambray, Dalesville, Downeyville Dunsford Franklin Falls Kirkfield, Little Britain, Oakwood Omemee Eastern, and Woodville. In all these were 2270 children and 1750 adults at these fairs while in all there were 2270 children and 1750 adults at these fairs. Entries of cooking, poultry, flowers, fruits grains and vegetables totalled 2270. Competitive gardens, plots planted and tended by the children, exceeded 2000 in number These fairs made great interest and are undoubtedly a very effective form of instruction

Secondary Education in Victoria.

No secondary schools appeared in this county until after the Grammar School Act of 1853. The Lindsay Grammar School was then established in 1854 the Omemee Grammar School in 1858, and the Oakwood Grammar School in 1860

It may be convenient to treat of these schools in the reverse order

The first teacher of the Oakwood Grammar School was George Murray a B.A. of Oxford University who was later known as one of Canada's most distinguished classicists The school was at first built and maintained by the school section alone but later obtained support from the townships of Marlporo. It had a long career of apparently peaceless and turned out hundreds of successful organize astonishing Such well known pupils as Dr Bruce Dr Wylie, M.P.P. George Thomas Dr Bruce Dr Wylie-ourselves Fa

Thomas Brown Rev J Hebbell Rev C V Lake Rev Isaac Weldon Rev R J Cleugh Rev Donald Anderson Frederick Sheras and many others. So important was Oakwood as a school centre that in 1897 some 48 students passed the Entrance there to 2h at Lindsay 1s 2263 all travelling from across between the School Finish and the Township Council and the school was ultimately nominated as a piece of municipal politics.

The Omemee Grammar School was begun in 1855 in conjunction with the Common school The principal for nearly a quarter of a century was John Shaw M.A. Perhaps the most distinguished graduate of the school has been Former Attorney-General the Honorable Attorney The school had things were destroyed by fire on November 18 1884 and again in January 1885 the latter result. Of recent years the registration of pupils has stood at about 45.

The Grammar School of Lindsay was established in 1854 When the first attempt to sketch the history of the school was made in 1898 it was found that inconsolate minutes of the Board of Education, dating back to 1857 included and the Grammar School had been in maintenance at least as early as 1855 This statement was since discovered by research in the Dominion Archives that a legislative grant of £150 was made to the Lindsay Grammar School in 1855

Classes were held in the Common School building a small frame structure on the corner of Albert and East streets. The sole teacher was William Dugall, Whose wife had charge of all the Common school classes The total population of the village did not exceed 800 at this time

On February 6 1858 a new Union School building of red brick, further west in the same block was opened. This edifice, which was torn down in July 1871 was a most unclassical hybrid of monastery and barracks with this air of a shoddy castle badly run. In 1860 Robert Mudgett had become master of the Grammar School in 1861 Smith French and Walter and Jos. A. Clark had taken over the Common School classes Elizabeth was succeeded in 1856 by Rev. A. Murray then but recently arrived from Scotland ash the latter in 1870 by Henry Beadle. Beadle retired at the close of 1870 to become Public School inspector for West Victoria. Alfred M. Kerry M.A. then Cobourg principal As the headmaster of the High School was then also head of Public Schools, Lindsay asked for an assistant, and at a meeting with a refusal, resigned His successor from 1872 to 1878 was Robert L. Dobson.

The following list of successful Entrance candidates from 1872 to 1876 may be of interes. —1872 R. B. Cornell, John Woods, Charles Evans, Robert McDougall George Purdie, Jas. Morrison, C. Grace William Johnson 1876 George Hughes James M Knowlson, John Painter Mcintyre, J C. White James Watson 1874 A. Bryson. Wm Fee, Hugh Mclachlan W N Reid 1875 Alex Mcartney, R J McLennan T Nugent Alex Shirley R C Yeash N McMurchy George Fowler, R J Mason 1876 A Freeman, T Macauley W A.

McLennan, R M Ryley Jas. Cowtis, S Malone.

In 1870 Thomas C. Patrick, the first matriculant of the school, passed into law school. By 1880 the number of matriculants had risen to 8 and there was an average of 5 for the three years 1880-82. In 1880 the school passed 5 in junior matriculation and in honor matriculants in addition to securing his second class certificate and 2 first class certificates, Abolton promising record was that of 1881 when there were 28 first class certificates 26 second class certificates, 40 third class certificates 8 honor matriculants and 2 in pass matriculants.

The school has also had a gratifying scholarship record as follows:—1880 Roderick McLean Queen's scholarship, in mathematics 1881 S J Vanzant, Queen's proficiency scholarship, Toronto 1885 W H Mills, Registrar scholarship Queen's 1886 Frank S. Heap classical scholarship Queen's 1887 Jessie Power Two Toronto scholarships in classics 1888 general proficiency 1891 F J Kyle classical scholarship, Toronto 1894 Mary Macdonald general proficiency scholarship 1896 T A Jackson scholarship in Latin, French and German 1901 W C Way sch. scholarship in mathematics Queen's 1910 Mercy Firth, scholarship, in mathematics, Queen's 1911 Dorothy French four different Toronto scholarships in Classics and Mathematics 1911 Leigh Crutes, scholarship in Mathematics Queen's 1912 J M Clark scholarship, Mathematics, Physics and Chemistry 1914 George Hardy first Edward Blake Scholarship in Classics and Mathematics Toronto 1913 Watson Kirkconnell eight different honors scholarships in Mathematics, English and History Moberly and general proficiency 1920 John Lucas scholarship in Mathematics McMaster.

The attendance 1866 from 44 in 1877 to 160 in 1881 then dropped to 110 in 1886 and has since risen steadily to 207 in 1907 and to 278 in 1914. The number of teachers has grown from 4 in 1880 to 7 in 1909 and to 11 in 1921.

In 1880 W S Pilley B A became principal. He was succeeded in 1894 by Wm O'Connor B.A. and the latter in 1907 by J C Hetherington B A Mr Harrison continued as principal until 1909. Associated with him Messrs. Hetherington, Power, Lucas, Pilley, Mr Phillips, John Read B A. Hardy J C Cockery J H. Colling, Geo. H Carslen, W H Stevens J S McLean, Luther Taylor and Miss Kinstlo and Misses Addison Staples Elsa Fitzgerald, Sophie Mercy Alice Wilson, and Julia Hillock.

In 1909 A new school building was completed on the corner of Rand and Adelaide streets This was a three-storey structure of red brick on a foundation of white Bobcaygeon stone To last quarter the accommodation included 7 class rooms an Assembly Hall, 50 feet by 72 it is feet planned to seat 700, and a stage 30 feet by 36 feet. The architect was Wm Dodge, and the contractors Messrs McNally and Walters The total cost was $37,000

The new school was formally opened on January 23 1910 by the Hon. R W Asses then Minister of Education It was now raised

from the status of High School to that of Collegiate Institute.

A cadet corps later registered with the MILITIA Department as No. 44 was organized December 19, 1912, in view of the stimulus of the approaching Royal War. The corps originally comprised only a limited number of the senior boys but was reorganized in 1910 as a cadet institution including every boy in the school. During the World War of 1914-18, among 264 ex-members of the corps served in the Canadian Expeditionary Forces and 26 gave up their lives in the cause.

On December 29, 1886, a great Alumni Re-union and Conversazione was held and in 1906 a Semi-Centennial celebration was staged.

In 1893, T. A. Kirkconnell, B.A., the present principal, became assistant classical master that term, and there have been as follows:—Science—Edward Hoover, D. A. McKay, Thos. Firth, English: J. Edmund Cranbery, S. A. Muir, Chas. Cameron, Walter Wallace, Clark, Miss Olbson, Miss Bristol, Mrs. Allen, Miss Tuohy, Miss M. I. Wright, Gordon Manahan, Albert O'Neill, M. Fitzgerald, Miss Wright, G. Whistler, H. Rogers, R. A. A. McConnell, F. J. Bissonette, J. B. Cranbery, S. E. Mullin, R. Kerr, Jas. Brebenstein, P. H. Barlow, Miss K. Moir; Miss D. Morley, Miss Vanalstyne, Miss Corbett, Miss Thompson.

A new wing consisting of four class-rooms, two private rooms for principal and male teachers, laboratories and a gymnasium 40 feet long by 40 feet wide. This addition to the school was opened March 1, 1910 by President Robert Falconer of Toronto University in 1911 secondary schools has again become patently inadequate.

The chairmen of the Board of Education of Lindsay for the past 54 years have been as follows:—1857 Rev J. Hickie 1858 G. M. Rechs, Esq. 1859-60 Rev J. Vicars B.A. 1860-61 T. Fisher M.D. 1862 Hon. S. C. Wood 1863 1871-72 1874-75 John McGuire Esq. 1870-89 Wm. Grace Esq. 1886-89 Adam Hudgenth 1890-92 Hon. John Dunn, 1893-95 A. McNeillie Esq. 1896-98 Thomas Stewart Esq. 1899-1900 J. D. Flavelle Esq. 1901-17 Alex. Jackson, Esq. 1917-21 John W. Anderson Esq.

Public Libraries in Victoria.

A magazine reading-room was founded in Lindsay in May 1864 and was supported by an annual fee of six dollars from each of 130 of the leading citizens. It was located next to Thomas Small's store in the present Dentzio and Flavelle block.

On January 10 1868 it was reorganized as a Mechanics' Institute under the librarianship of H. A. Wallis over Dobson's store on the southeast corner of Kent and William streets. In 1874 drawing classes were held by A Reading a graduate of the Ontario School of Art. The Institute was opened as a Free Public Library March

28 185h Negotiations with Andrew Carnegie were entered into in 1902 with a view to securing the construction of a library building and $12,000 was secured on the town's guarantee of a minimum annual grant of $1356 for maintenance. A red brick structure in modern Greek style was opened to the public July 8 1904. In 1920, the sholars contained 7661 volumes, the legislative grant was $1 185 and $2164 was spent on books and stationery.

There are also free public libraries at Little Britain and Oakwood with 3025 and 2177 volumes respectively and associations in Bruin at Manilla with 1945 volumes at Peacock Falls with 1887 volumes, at Fobergreen with 1486 volumes at Kirkfield with 1512 volumes at Cambray with 2246 volumes, at Omemee with 1718 volumes, and at Kinmount with 1817 volumes.

Technical School Founded.

In the autumn of 1919 an industrial and Technical School was organized in Lindsay under the direction of T. A. Kirkconnell B.A. LL.B., Principal of the Collegiate Institute. There was a registration of 158 pupils, to whom instruction was given by a staff of 14 teachers. The only fee was $1.00 refundable in all cases where 75% attendance had been made. All classes were held in the premises of the Central public school building. Tuition was given in Shop Mechanics, Drafting for Woodworkers and Iron workers, English Commercial subjects, the Railroad Mistake, and sewing and Dressmaking. The term lasted from November 1 1919 to March 31 1920. Interest was manifested until the end. The most gratifying feature of the term was that the pupils registered were in the great majority of cases previously those persons (clerks artisans mechanics housekeepers, etc.) who might be expected to reap immediate benefit.

In November 1920 the Night School was reopened under the principalship of Thomas Firth B.A. The subjects of Motor Mechanics, Millinery and Home Nursing were now added to the curriculum. The future possibilities of the school, as a institution for the continual education of the adult community are very great indeed.

Present Needs of our Schools.

In spite, however, of all the development of Victoria county's schools, as already sketched, and in spite of heavy expenditures in the past and the present one school system is still far from perfect.

Perhaps the most pressing need of the times is a proper medical inspection of all school children. The system began in Belgium in 1874, has since been adopted in France Germany Austria England, Japan many of the United States British Columbia, Manitoba, Saskatchewan and Alberta, and only lately here in the unbounded province of Ontario. In 1916 The Department of Education has begun to urge the adoption and to assist in conducting medical surveys in one case out of 2346 children examined lower than 10% were found to be without defects but of the great number of defec-

three about 30% were unfitted by the simplest kind of a surgical operation. If the defects were not remedied the children would in some cases be rendered so three of comparative uselessness while in all the seeds of incurable disease perhaps planted. Another survey conducted this year in three townships in Lawton county found that out of 1586 pupils examined 82% were defective. Such lameness could be multiplied by reference to other surveys.

Violent county official reaction to heathen darkness is the native school authorities are to action. The amendment has however been blocked apparently through the hostility of the state legislature to any additional enlightened sponsors of the project but who are perhaps unable to agree to so specific because of broken stability of profound educational improvement. It is to be hoped that the Women's Institutes will be able to exert enough demand for the need in urgent and applied in a measure to the community.

Another necessary measure, affecting only the outside students in attendance at the Collegiate is that for the securing of proper lodging and guardianship. A revision of leased for the girls, was protection in seeking today from a pair of trees where the pilgrim fares now at Boarding houses, too, should be supervised of offi- ciently but maternally as well as only the of the absent interests of heart

In the larger public schools we shall soon have to be added a new kind of grading children according to intelligence capacity A school of modern psychologists, beginning with Alfred Binet, a Frenchman in 1904 has worked out a remarkable system for measuring intelligence or the capacity of the mind, rather than on actual knowledge accumulated through study The tests employed have made this real difference in intelligence which all teachers know to exist between one child and another and solve many problems associated with retarded or precocious children by enabling the true intelligence of the results obtained have been of the most striking character wherever experiments on the American army and the time is out for distant when our Ontario schools will recognize, measure, and accommodate the individual differences in intelligence between white and child.

Manual training for boys more particularly in the town schools is much needed The use of education is not the accumulation of stores of miscellaneous information which the child gets from encyclopedias dictionaries and other works of reference but the training of the mind to deal with the problems when maturity is reached The development, through intimate training, of a many variety of muscles, especially those of the hand brings corresponding growth in the brain centres by which they are controlled The necessity has through his use of many implements and tools and thus the immense advantage to actual brain development over the mothers town boy The only

practical remedy for this deficiency in the life of the town boy is to supply classes in manual training.

This need not be detrimental to efficient training in the three R's. It has been conclusively demonstrated by modern psychologists that in each subject there is a time limit within which hard results are secured and beyond which instruction is unproductive. For example half-an-hour a day on arithmetic and one hour on spelling have been found to be as good results with Public School pupils as an hour and a half on arithmetic and forty minutes on spelling. Obviously ample time can be spared for manual training.

For girls training in domestic science should be too strongly advocated. Our school system can be charged for years and is properly so with the fact that girls from the time that little girls of six or seven begin their primary work in the public schools until the day of their graduation have a uniformity no claim of any kind to be a rule prevailed that was any bearing on their ultimate permanent duty of home-making. Domestic science in a system used in our Victoria county schools, and government grants are so generous that the municipal cost would be insignificant.

The relationship of ability to higher education in an advanced form of this problem. Statisticians have secured data as to the families of all graduates from a number of leading woman's colleges during the period 1880-1890. It has been found that the average graduate is represented in the next generation by 0.8 of a child. For every 8 available mothers there are only 2 daughters. In a century every 100 of such families was 60 represented by 4 widely great-grandchildren. If the entire population of Canada were to participate itself at such a rate it could in three centuries be found practically in Pasadena Falls or Kalkaghaan.

Something must be radically wrong with an educational system which has such appalling effects on womanhood. The scientific explanation is that the stress of advanced studies burns up brain nutrition the energy which would normally go towards the nourishing of the maternal functions and so virtual sterility is brought about.

But a still wider application touches the wrong perspective of life which in given the highest student the ethics arising over heavy studies courses, because it is her fate as an independent position in a mass civilization of the type with easy livelihoods. All too often as a result, the essentials of existence are lost in her her instincts are prevented from reaching normal maturity, she seems to regard motherhood as a risk or a wheel of intellectual interests or social indulgences and all thought of racial responsibility as of racial necessity is dismissed. Our system of training higher education needs a drastic remodeling before it will count to be a menace to womanhood and the race.

Chapter XIII.

Military Annals of Victoria

The essence of the militia system is as old as Anglo-Saxon history. The recognition that citizenship involves the responsibility of military service (as well as the establishment of laws for the enforcement of such service) is just one of our racial inheritance. On careful retrospection we find that in Saxon England all freemen between the ages of 15 and 60 who were capable of bearing arms were bound under heavy penalties to go forth at the king's summons to the fyrd — as general levy. The levy of each shire took the field under its ealdorman or military chief in service held a double aspect. As a civil force the levy was bound to the "posse comitatus," which might be called on to arrest criminals and enforce riots. As a military force it was called out to defend the realm in civil war or against foreign foe.

This general levy was always difficult to raise and hard to keep together so that the Saxon kings soon had much more dependable forces for foreign wars, on a well-armed semi permanent force of military dependents or thanes in whom they granted land on the condition of military service. The Norman Conquest established for the thanehood a similar but much more highly feudal aristocracy of Norman war-lords. Norman feudalism severed out in the course of six centuries and in 1181 Charles the Second abolished the obsolescent feudal levy and substituted a small standing army on the basis which still serves today.

The liability for all able-bodied men to serve in the general levy however still continued. The summons to serve would be issued in each case by the sheriff of the county in the form of a royal writ or "commission of array" by the end of the sixteenth century the practice had become established of selecting from peace-time musters a convenient number of men for annual drill and intensive training. The command and control of these Trained Bands became one of the principal subjects of dispute between Charles the First and the Long Parliament and in the resultant controversy the word "militia" first came into general use. By a Militia Act of 1662 the Trained Bands of each county bands was disorganised and a system set up requiring the direct responsibility of all proper persons to give service or substitutes of men, horses and money in proportion to the value of their property. Amendments have been made to this Act from time to time but its provisions summaries fairly well the an-

cient system, which through various statutory phases, has persisted even to our own day

Early Militia Organization in Canada.

When Canada passed under British control in 1763 the new rulers soon imposed the traditional militia system of their race. In the form of levy which was ultimately accepted for many years all the able-bodied men of the country between 18 and 60 were organized into companies of "sedentary militia." Every member of these battalions was supposed to provide himself with arms and ammunition. Officers were appointed by the Crown to command and discipline the respective units. Parades were held for two days in each year for drill and the inspection of arms.

The Militia were liable to service in time of war rebellion riot or invasion and could be kept mobilized for not more than six months. Quakers, Mennonites, and Tunkers paid an annual exemption fee of twenty shillings and were not liable to service in war time.

No pay was issued in militia service. On the contrary militia officers were actually mulcted certain fees on receiving their commissions. The scale of such donations was as follows —Lieut.-Col onels, 20 shillings; Majors and Captains 20 shillings; Lieutenants, Paymasters and Surgeons, 15 shillings; Ensigns and Quartermasters, 10 shillings. These fees were collected by the Officer Commanding and remitted to the public treasury.

Local Militia in 1828 and 1830.

The first record to be found in the Archives of Ottawa of any militia organization affecting the townships now included in Victoria County is under the date of 1828. In that year the 2nd Regiment of Durham Militia, commanded by Lt.Col Robert Henry had Christopher Keswick of Omemee as one of its captains, and quartered We. Cottingham, James Laidley Samuel Cottingham, John Keswick Francis Henderson and Wm Fee among its lieutenants. This unit was called out in 1837 but took no part in the skirmishes of that uneasy year.

In 1838 all laws relating to the organization and training of the Militia were reduced into one Act. Under this statute a general reconstruction of units took place. The 2nd Riding of Emily and Ops became the 41st Regiment of Durham Militia and chose as Captains, Fenelon, Eldon and Mariposa the 5th Regiment of Durham Militia.

The personnel of the regimental staff was as follows —

4th Regiment of Durham Militia

O C.—Lieut.-Colonel John Legge

2nd-in-Command—Charles Rollan.

Captains—Edward Perkins. Francis Henderson, Wm Cottingham Christopher Keswick, Joshua L. Hughes, Thomas Rose Sr. Angus McDonald Jesse Pardy

MILITARY ANNALS OF VICTORIA.

Lieutenants—Samuel Cottingham Cheeseman Mee, Alex. Logie
Richard Hughes, Thomas Sowden, Isaac Rea, Gerald Patterson,
Maynard Purdy John Miller

Ensigns—Charles Hamilton Edward Davidson, Wm John Logie,
Richard Barthess George Henry Marsden, Roger McHugh, Terence
Brady Richard Shaw

6th Regiment of Durham Militia
C. C.—Lt.-Col A. S. Fraser.
2nd in-Command—Major Jas. Wallace.

Captains—Thomas Reed John Langton, Robert Donnelsons Hamilton Cameron Jacob Ham James Dansford Maxsons Boyd, Samuel Davidson Hector McDonald Devin Hamilton.

Lieutenants—George Toker Hartley Dansford Israel Ferguson Mee Hamilton Gordon Edward Arthill Benjamin Sovereign Henry Dansford Alexander Desjardins Henry Thomas Wickham Charles Shaw.

Ensigns—Morgan Richard Jones, Alex. Ross Robert Hamilton Joseph Parker Martin Dansford.

The two units mustered 1837 and 1838 (all ranks) respectively

Changes in 1847 and in 1851

In 1846 the Oregon Boundary dispute with the United States was made crucial by the machinations of demagogues who clamored for "Fifty-four-forty-or-Fight." Under the inmity of this menace the Canadian government passed a new Militia Act and prepared to set its house in order in the event that host might break out.

The townships of our present county became, in January 1847 part of a new organization. The militiamen of Emily Verulam and Somerville now constituted the 4th Battalion of Peterborough Militia (hope in God Peterboro, and Smiley the 5th Battalion of Peterborough Militia and those in Harvey and Ennismore the 6th Battalion of Peterborough Militia On the incorporation of Victoria County in 1851, these units became the 1st 2nd and 3rd Battalions, respectively of Victoria Militia

Their staffs were as follows —

4th Peterborough (later 1st Victoria) Battalion
C. C.—Lt.-Col Edward Davidson
2nd in-Command—Major Francis Henderson
Captains—Wm Colligham Christopher Knowlson James Cumford Meaxson Boyd
Lieutenants—Chas Hamilton Edward Davidson, Jr.
Ensigns—John Sullivan Charles Hartley Joseph Lee.

5th Peterborough (later 2nd Victoria) Battalion
C. C.—Lt.-Col A. S. Fraser
Captains—Alex. Logie John Graham Thomas Keenan Wm. McDonell, Thomas Rae.
Lieutenants—Isaac Rea, Roger McHugh, G. E. Roche, James

Grahams. John Fynn.
Ensigns—James Maloney Martin Hogan Charles Legge R D. Ennis, Horatio Stephenson Thomas Fynn James Finnigan
8th Peterboro pt. (later 3rd Victoria) Battalion
9 C—Lt. Col Samuel Davidson
Sadle-Commands—Major Hector MacDonald
Js Major—Major Eldridge R. Irish.
Captains—Andrew MacFarlane, Willson Webster Wm McCready
James McPherson, Israel Ferguson John R Lytle, W. Davidson,
James Wrinley Donald Campbell John Wylie Matthew Pinnerton
Lieutenants—John Hogan Neil Smith, Edward Mathew Hugh
McFadyen Wm Foster Stephen Dundas Alexander McLean, James
Davidson, Meedy McNeil Patrick MacFarlane, Alexander McTaggart
Ensigns—John McLaughl n, Charles Rom Patrick O Meier Rob
ert Ewing, Wm. Stephenson, John Kingland Joseph Purvis, James
Foster James Emmerson, Sibley McKenzie, Thomas Clark Samuel
Irwin.

Effects of the Trent Affair, 1861.

The years 1861 brought a new wave and consequent reaction in the defence of organization of Canada. The American Civil War was in progress On November 8th Captain Charles Wilkes Federal captain Commodore W. one of the U S S San Jacinto stopped the British steamer Trent on the high seas and took off by force two Confederate agents of the Confederate government who were on their way to London and Paris Britain demanded reparations and an apology for this affront, and for a time was inspiring Canada of course as a British dependency seemed imminent The militia was put into a state of comparative readiness, which many volunteer infantry and rifle companies were mixed and bolted. In Lindsay the Queen's Own Lindsay Rifles were organized on December 20 1861 The officers were Captain John Davis Smith Lieut Adam Hobgrett and Ensign Robert Grant Fortunately however, the apprehended outbreak was not to be found The wise diplomacy of the Prince Consort in England and of Lincoln in the United States healed the breach The situation of hostile speed On August 18 1861 the Queen's Own Rifles were at daily training

A more permanent result of the Trent Affair came through the appointment in 1862 of a Royal Commission, to consider a more effective reorganization of the militia. As a result of its deliberations there was created in 1864 a Militia Department presided over by a cabinet minister Provision was made for an active or volunteer militia force of 30,000 men backed by a sedentary militia of first and second class service men and reserves While many minor amendments to this system have been made from time to time, the most important reorganization was accomplished by a Militia Act introduced in 1868 by Sir Frederick Borden, then Minister of Militia By this

Act Canada was divided into thirteen military districts, each under a District Officer Commanding, All male inhabitants between the ages of eighteen and sixty were to be liable for military service. The first line of defence in time of war as well as the training school of the nation in time of peace was to be the Active Militia, with its militia staff establishment and annual training. The rest of the effective classes of the population might be called out to serve in time of emergency as was done with certain classes by the Military Service Act of 1917

The Fenian Raids Stimulate Enlistment

But let us return to the sixties. After the Trent affair the next stimulus to increased zeal came from the Fenian raids in 1866 the American branch of the Fenian Brotherhood (more recently reinstituted as the Sinn Fein) planned an invasion of Canada to avenge the failure of an uprising in Ireland On June 1 1866 about 1500 Fenians, chiefly veterans of the Civil War crossed the Niagara River under the command of General John O Neill and reached Ridgeway by the following morning Here they inflicted a sharp defeat on a Canadian force of 850 men under Lt.-Col A. Booker Stromber contingents mustered there however and later withdrew to the American side.

The immediate effect of this initial loss to the Canadians was the enthusiastic organization of 9 volunteer forces throughout the whole country In Victoria county three independent infantry companies were formed at Lindsay Omemee and Bobcaygeon respectively

The Lindsay company was officered by Capt. John S Smith, Lieut Adam Hodgson and Ensign George Matthews The Omemee company was under Capt W H Gethgrthe Lieut. J J English and Ensign Thos Stephenson The officers of the Bobcaygeon company were Capt. R D. Sinclair Lieut Sandiman Boyd and Ensign Lewis Parker

While the Fenian menace lasted the companies drilled every evening and three afternoons a week. They were however to have no share in active service for the Fenians first success was their only success and every subsequent foray became a fiasco.

History of the 45th Regiment.

On November 16 1866 the 45th West Durham Battalion of Infantry was organized with headquarters at Newmarville and four companies in Newmarville, Orono Cawtry Hall and Newcastle respectively. Its Commanding Officer was Lt.-Col Frederic Chittz

The three independent companies in Lindsay Omemee and Bobcaygeon did a natural desire Two new companies of the 49th Regiment were then organized No 5 in Omemee and No 6 in Lindsay The officers of the former company were Capt Wm Cuttingham Lieut Jas English and Ensign Wm Bull, and of the latter company Capt. John Thirlett and Lieut. Jas Ross.

The succeeding years were to witness the gradual shifting northward of the 45th Regiment. In 1875 No. 8 Company was established at Pontefract Falls instead of at Orono. In 1884 Lt.-Col. Cubitt was succeeded in his command by Lt.-Col. John Hughes and he in turn, on June 5 1887 by Lt.-Col. Sam Hughes, M. P.

Under this new command the headquarters of the unit were transferred from Bowmanville to Lindsay and its title altered to "The 45th Victoria Battalion of Infantry." By this reorganization, No. 1 company was at Cameron Nos 2 and 3 at Lindsay No. 4 at Omemee No. 5 at Janetville, and No. 6 at Woodville. In 1886 No. 7 Company was shifted from Janetville to Fenelon Falls and the transformation from a Durham county unit to a Victoria county unit was complete since that time the location of its companies has varied but has always remained within the limits of Victoria county and the only military county of importance on the north is addition to the stations enumerated above Bobcaygeon, Little Britain Oakwood, Norwood, Fary Hill, and Haliburton have also been company reorganizers at one time or another in 1886 the unit was reorganized as the 45th Victoria and Haliburton Regiment

Lt.-Col Sam Hughes was succeeded on June 31 1903 by Lt.-Col. Robert Sylvester Subsequent commanding officers have been Lt.-Col Fred Hopkins Hopkins appointed Sept. 1 1915 Lt.-Col. J. J. Hayes, appointed October 14 1915 and Lt.-Col. R. M. Anderson, appointed October 16 1916

The Saskatchewan Rebellion, 1885.

The militia of Victoria County have seen active service on three occasions, viz in the Saskatchewan or Second Riel Rebellion of 1885 in the Boer War and in the World War of 1914-18

The Saskatchewan Rebellion was the result of sheer stupidity on the part of the Canadian government The Northwest Territories had been taken over from the Hudson Bay Company in 1870 and the Canadian Pacific Railway had been begun in the early eighties The half-breeds of Metis along the Saskatchewan River asked that they be given a legal title to the land which they occupied The government acknowledged the justice and reasonableness of this request but with criminal inertia allowed its matter to go unheeded, in spite of urgent solicitations by the North West Council and others who saw the rising storm

At last the impasse broke The half-breeds found that constitutional agitation was hopeless and began open hostilities On March 26th, under Louis Riel the outlawed leader of a similar rebellion in Manitoba in 1870 and defeated Dumont a renegade half-breed Mandeau in 1870 and defeated Dumont a renegade half-breed Mandeau in 1870 and defeated a detachment of Mounted Police at Duck Lake, killing twelve and wounding twenty-five Two Indian chiefs, Poundmaker and Big Bear at once went on the war-path the former near Battle-

ford and the latter at Prog Lake and Fort Pitt farther to the north-west.

The orders at Ottawa now as also at last and ordered the mobilization of a position force Part of the contingent then called out was a "Midland Battalion" of infantry consisting of two companies from the 45th Middle Regt. and one each from the 15th 46th 47th 48th and 49th Regiments The Officer Commanding this unit was Lt Col A T Williams of Port Hope. The Senior Major was H R Smith, of Port Hope and the Junior Major Colonel Denne of Lindsay

The personnel of the 45th detachment from Lindsay and the surrounding district was as follows —Major John Hughes, Capt. J C Graves Lieut. George E Laidlaw Color-Sgt. McCarthy Sergeants Christie and Hallard, Corporals McKee and Hall Private Barton Bunnell Brown Bunting, Charlton Crawford Fielday Fryer Hopper Gale Gamble Galbraith, Hughes Hodgson, Irwin Jeffrey John, Jull Kayley Keegan, Kelly Latimer Lee, McDonald, Moore, Magee Reid Porter Savage Skinner Smith R Smith S Turner Veitch Williamson Wilson J. Wilson W and Woods.

On April 18th these troops left Lindsay to report at Kingston Five days later the Midland Battalion, mustering 343 men and 16 officers entrained at Kingston for the scene of action. The section of the C P R lying to the north of Lake Superior was not yet complete and on April 25th the troops had to change cars at Heron Bay in the blinding snow-storm across the ice of Lake Superior to form a gap in railway survey. They reached Winnipeg on the 28th and a rest into camp at Swift Current on the 30th General Middleton the Canadian second-in-chief in the North West now had a force of 4 6th infantry 10th cavalry and 300 artillery He divided the force into three columns The first was to march under his own command to attack Batoche and Duck Lake their headquarters at Batoche The second, under Lieut.-Colonel W D Otter attacked Frog Lake under Major Keith The third, under Major-Gen Strange marched from Calgary towards Edmonton, near which Big Bear was supposed to be encamped

Lindsay Soldiers Lead Batoche Charge.

By the time the Midland Battalion arrived at Swift Current, General Middleton's column had already moved and had been severely alarged by an ambush at Fish Creek The Midland Battalion came down the river on the steamer Northcote and joined Middleton on May 8th Four days later they faced the rebel position at Batoche. Here the enemy had established a strong line of rifle-pits across a marshy reverse The days were spent in intermittent skirmishing On the afternoon of the 11th of May the force was brought out again with orders to skirmish and raise hell as to charge the enemy's position The troops were greatly exasperated by such warfare However and as soon as they got into touch with the enemy "C" Company (the Lind-

say volunteers) of the Midland Battalion launched a charge against the rifle-pits. They were at once supported by their comrades and by the Grenadiers of Toronto, and swept down the ravine through the dense, scraggy undergrowth. General Middleton accepted the situation and ordered all the rest of his force into action. Batoche village was soon occupied and the backbone of the rebellion broken. Riel was taken prisoner on May 15th and Dumont fled to the States.

Meanwhile Colonel Otter's column had accepted heavy losses in an attack on Fourbranches or Cut Knife Hill on May 3rd. The object of this attack had been to prevent a junction of the forces of Fourbranches and Big Bear and their combined march to Battleford. At the head of eight killed and thirteen wounded, Otter achieved this objective. Fourbranches' Hereafter remained inactive with some encumbered to the joint forces of Otter and Middleton.

General Strange, with his Field cells on the Alberta Field Force was unable to come to grips with Big Bear but succeeded in keeping that chief so constantly on the move that he at last regained of his hostilities and gave himself up.

The net results of the rebellion were that the half breeds resolved all that they had originally sought and that Canada paid $5,500,000 for a small sum also brought on by the stupidity of her politicians.

The Victoria County Rifle Association.

The Saskatchewan outbreak aroused fresh interest in rifle practice, and on May 23 1885 the Victoria County Rifle Association held its first match. J. A. Williamson of Lindsay made the highest aggregate score and took first prize in the 200-ranges match. Lord Syl vester of Lindsay carried off the county council cup in the association match.

The first range was in the 4th concession on a farm owned by one Twohey west of the present Hiram of Kedron. On May 24 1886 a new rifle pit and range was opened on the road of Lindsay street north of the town limits. This was superseded in turn by a range on the James Hopkins farm northwest of the town. About a decade ago, Bonnie on regulations were changed requiring a clear zone of 25-00 yards (practically a mile and a half) behind the targets so every rifle range No roads or dwellings could be secured in South Victoria, and the Rifle Association collapsed.

During the history of this local rifle association one of its members Major J. A. Williamson visited England twice in 1892 and in 1894 on the Canadian Rifle team. On his first trip he made over $100 in prize money

Events Leading up to Boer War

The second war in which men from Victoria County saw active service was the Boer War of 1899-1902.

The origins of this struggle are to be found as early as 1814

when allies the Napoleonic wars, England took over for about 6 000 000 compensation Cape Colony in possession of Holland who had been an ally and henchman of France. The Dutch colonists in South Africa were greatly incensed at the subsequent immigration of Englishmen and the abolition of slavery in 1834. In 1836 and the years immediately following some 12 000 Boers withdrew from Cape Colony to the wilderness which lay far to the north in the interior and set up two independent republics, Orange Free State and the Transvaal Republic. By 1850 England had quite ably accomplished the autonomy of these little countries. In 1852 however under the imperialistic ministry of Disraeli the Transvaal Republic was abruptly declared annexed to the British Empire. Gladstone succeeded Disraeli as British premier in 1880 and opened negotiations with the Boer leaders with a view to annulling this annexation. Unfortunately while an amicable settlement was then in sight, some of the Boers proceeded to violence and raised a small British detachment at Majuba Hill February 27 1881. British feeling ran high but Gladstone persisted in his chosen course and signed in 1881 the London Convention which recognised the independence of the South African or Transvaal Republic but also guaranteed the right of all white men to reside on trade in the republic and to be liable only to the same taxes as the Boers themselves. The misfortune of this settlement was the Boers were unhappily fancied that they had won their own independence by force of arms at Majuba Hill and so greatly exaggerated their own strength.

In the following years gold was discovered in the Rand a mountain range in the Transvaal. A great influx of English miners and speculators followed. These Uitlanders or foreigners soon outnumbered the Boers four or five to one. The Boer government was an incompetent oligarchy and its leaders were determined to keep control of the state which at the cost of so much hardship they had created in the wilderness. The Uitlanders were accordingly denied citizenship but were forced to endure military service and to bear the brunt of taxation. Their demands for more generous treatment were backed by Sir Alfred Milner governor of the Cape. In 1895 an ill-advised raid was made on the Transvaal by Dr Jamieson the administrator of the neighbouring British colony of Rhodesia. The raiders were captured and handed over to British authorities however vessels the Uitlanders very foolishly and actually shielded the real instigator of the invasion a millionaire capitalist-statesman named Cecil Rhodes.

The Boers, under their president Paul Kruger now began to prepare for war. Vast supplies were collected. Foreign mercenaries, chiefly Germans and Americans, flocked into the country. A staff of German artillerists under Colonel Schiel undertook the training of the Boer army. At last, when all was ready an impossible ultimatum was issued by Britain on October 9 1899 and two days later

war broke out Orange Free State threw in its lot with the Transvaal and the two republics set forces of mounted marksmen in the field.

The Sending of Canadian Troops.

On October 13th the Canadian government decided to accept an invitation of the British War Office to participate in the struggle.

As a first contingent it was to consist of 1000 men known as the 2nd (Special Service) Battalion, Royal Canadian Regiment, with mobilized rth Lincoln under the command of Lt.-Col. (now Major-General Sir William) Otter. The following were from Victoria County went with this unit:—Lieut. Studdert of Fort River Sergt. McCrae of Omemee, Corporal Robb of Burnt River Corporal A. J. Mathews of Lindsay and Privates Carbine McGregor and Williams of Lindsay This unit sailed for Cape Town October 30th 1899.

Lt.-Col. (now Lieut.-Gover. Sir Sam) Hughes was in command of the 43rd Regiment at the time and was very active in service. However his wrote some very unorthodox letters to Major-General Hutton back at the Canadian forces and was thereupon deprived command of sending a Canadian contingent to Bermuda or Halifax to South Africa on his own initiative and took part as Special Service Officer and Railway Staff Officer in the Imperial Forces operations in Cape Colony.

Early in 1900 Canada sent a second contingent consisting of two regiments of mounted rifles known as the Royal Canadian Dragoons and the Canadian Mounted Rifles respectively and three batteries of artillery designated "C" "D" and "E" With this draft under of artillery designated "C" "D" and "E" With this draft order of artillery designated "C" "D" and "E" With this draft went Sergt. Thos. Gifford, Trooper Ernest Eagleson, 4th Gunner Parris, of Lindsay and Gunner James Moffatt, of Valentia.

Still reinforcements sailed in March This was the "Lord Strathcona's Horse," a regiment of cavalry equipped and supported by the Canadian High Commissioner at London Lieut George E Laidlaw of Balsam Lake Also Midshipmen of Lindsay and Wm. J Duke of Victoria Road represented Victoria County in this unit

The Progress of the War

At the outset of the war the Boers raided out into the British colonies which surrounded them and laid siege to Ladysmith in Natal, to Kimberley in Griqualand West, and to Mafeking in Bechuanaland The British had armies sought to raise them and relieve the garrisons but strong reverses at Magersfontein and Colenso. The War Office then placed at last to the command of the chief on December 17 18th Lord Roberts was appointed Commander-in-Chief of the forces in South Africa and Lord Kitchener his Chief-of-Staff They sailed from England five days later and by February 12 18th were ready to begin a great offensive movement across the veldt to Bloemfontein, the capital of Orange Free State With their army of

88 000 men went the R.C.R. under Lt.-Col. Otter.

On February 16th the cavalry under General French raised the siege of Kimberley. On 18th a river force under Colonel Kekewich to face the British at Paardeburg. The ensuing battle lasted five days, and it was 18th Canadians who finally forced the Boer position on the crest of Hill Surrender. Still other enemy forces barred the way to Bloemfontein but these were quickly brushed aside at Poplar Grove on March 7th and at Driefontein on March 10th. Boers entered Bloemfontein on March 13th. Typhoid fever now broke out and took heavy toll from the army. For five weeks the Royal Canadian Regiment was practically all put of action. But on April 23rd all who were well and sea-worn were with a force under General Ian Hamilton. They cleared Boers away from hill positions on Israel's Poort on April 28th and at Thaba Mountain on April 29th. Thirties left Canadian cavalry star of Bloemfontein free from the enemy.

Meanwhile 4th edge Canadian mounted rifles had been completely into From March 10th to April 14th "D" and "E" Battalions of artillery and the Canadian Mounted Rifles formed the greater part of a column under Sir Charles Parsons rifles marched through Cape Colony deserts from Cornerton to Kimberley and mapped out a rail rebellion through the wild hinterland of Cape Colony. Battery under Major Hughes, was sent on a more distant mission still. It went by air Beira in Portuguese East Africa and taken on a long railway journey by rail and road through Rhodesia and Bechuanaland, at last to join the forces of Colonel Mahon and Colonel Plumer and relieved Kimberley on the 17th of May 1900.

On May 1st Roberts started a great forward movement from Bloemfontein north to Pretoria, the seat of the Transvaal Republic. An army of 41 000 men including the R.C.R. R.C.D. and C.M.R., moved forward on a forty-mile front. The Boers offered repeated check near at Val River Zand River Doornkop and elsewhere did were pushed steadily back until at last Pretoria was taken on June 5th 1900.

This seventeen-weeks campaign of Lord Roberts, from February 12th to June 5th ended the war proper. Almost two full years of guerilla warfare were necessary however, before the Boers consented to come to terms.

The R.C.R. united for Canada in October 1900. Of its original strength 46 died died and 123 died been wounded. The R.C.D C.M.R. and 1st artillery left for home in December. The R.C.D. had taken part in 44 engagements and had died 64 casualties. The C.M.R. had been in 38 engagements and had died 46 casualties. The Battery's artist word had been on the fame of its association and R.C. Battery a hospital campaign under Sir Charles Warren in Griqualand West.

Lord Strathcona's Horse was ultimately sent in from Durban and attached to Dr. Hart's Army via Zand Spruit. Here they served as

escort guards and escorts to convoys From July 1 1940 to January 1 1941 details of the regiment were almost fully under fire It sailed for Canada on January 20 1941

Canada's official contribution to this Great War was 130 officers and 2407 men The total cost was $2 250 000 57 a little more than half the expense incurred in the Canada-Newfoundland Rebellion of 1885.

Formal peace was signed on June 1 1902 and the Transvaal Republic and Orange Free State became British dependencies. A Liberal ministry which soon took power in England in 1906 wisely granted these colonies responsible government and established in 1909 a federal Union of South Africa. Time has vindicated overwhelmingly the wisdom of this course.

Outbreak of World War in 1914.

The third and latest war in which Victoria County has taken part was the World War of 1914-1918.

From the time of the accession to the German throne of William II in 1888 the leaders of the German people deliberately planned for a war through which surrounding world powers could be dominated the world. King Edward VII of England saw the coming storm and secured the Triple Entente with France and Russia. The next task was to have time In 1906 the year of the first completion of the Kiel Canal the Lord Fisher of the British Admiralty actually forced a postponement for six years by inaugurating the Dreadnought type of battleship and so rendering the Kiel Canal obsolete A reconstructed canal was ready by 1914. During the spring of that year Germany quietly sold out most of her foreign investments and began to call in her reserves. On June 28th the heir to the Austrian throne was assassinated Germany and Austria spent a whole month more in secret preparation unsuspected by a tranquil world and then deliberately precipitated a hideous struggle which was to involve 60 millions of soldiers and to cost $400 000 000 000 and 11 443 000 lives

Victoria County Enlistments.

Canada, as part of the British Empire became involved August 4 1914 A First Contingent of 32 000 men was mobilized at Valcartier near Quebec and sailed for England on the 3rd of October This prompt achievement was chiefly due to the personal energy of the Minister of Militia, Sir Sam Hughes of Lindsay

With the First Contingent went a detachment of 75 men from Victoria County under Lieut-Col. F M Hopkins Lieut Walter Kirkconnell Lieut. W Wilson and Lieut. George Weeks

The Second and subsequent Canadian Contingents did not cross to England intact The volunteer system was practised until June 1917 and yielded 450 000 enlistments The government then enforced conscription and secured 100 000 more recruits.

MILITARY ANNALS OF VICTORIA.

The chief contributions of Victoria County after the First Gurlingueil had left were to the 21st, 39th, 146th and 36Hnd Battalions. 'F' Company of the 21st Battalion, (Second Contingent) contained 116 local men. The 36th Battalion had a somewhat smaller number. The 149th battalion, commanded by Lt.-Col J. J. in Fee, was actually mobilized in Lindsay and reached a strength of 1010 in the spring of 1914. The 252nd Battalion, under Lt.-Col J. J. Glass was not so successful for it was organized in the last days when voluntary enlistment was greatly on decay other Victoria County boys enlisted in units elsewhere so that the rolls of the local units would not be all representative. An orthodontic list of all who enlisted from this county would easily be compiled but would violate the proportions of a brief history of this sort.

Victoria County Soldier Dead.

It has been thought wise, however to include the following list of 306 heroes from this county who gave their lives for the cause of right and peace. The basis of this record is the which I have prepared from the official files of the Patriotic Fund, which includes all cases where the soldier had Designated Victoria County as the home of his next-of-kin To this definite nucleus I have added many names gleaned from miscellaneous sources of those who were claimed this county as their home but had been transplanted elsewhere prior to enlistment. The complete list is as follows —

Adams Charles Private Infantry Lindsay
Adams, Thos. Granville, Private Infantry Fenelon Fa ls.
Aldred Wilfred Pattig Lance-Corporal, Infantry Bobcaygeon.
Allen J. Battalion Sergt Major Infantry Lindsay
Allin M. C. Lieutenant Infantry Lindsay
Alton, W. F. Private Infantry, Victoria Road
Arscott Thos. Albert Private Infantry Bobcaygeon.
Aleister Geo Wilbert, Private Infantry Fenelon Falls
Anderson. Wm Ray Lieutenant Infantry Lindsay
Andrews, Harry Wm Private Infantry Lindsay
Angiaro Patrick Herbert, Private Infantry Coboconk
Arnold Oliver Private Infantry Manilla Tp
Bailey Joseph Frank Of M.G. Regiment Infantry Lindsay
Bailey W. E. Private Infantry Canada
Barge Alfred Ariner Private, Infantry Mariposa Tp.
Barkaver Tracy Private, Infantry, Cobocon k
Bateman Russell Albert Private, Infantry Birkfield
Beecroft Harvey Private, Infantry Fenelon Falls
Bester Robert, Private, Infantry Omemee
Bale Clarence B. Private Infantry Woodville.
Boucher William, Private Infantry Mariposa Tp.
Boyd Mcmoon Richard Lieutenant Infantry Bobcaygeon.
Boyd Thomas Robinson, Private, Infantry Bobcaygeon
Brody Thos. Edw. Private Forestry Corps, Lindsay

Brimacombe, Albert M., Private, Res., Little Britain.
Brooks, Edwin A., Private, Infantry, Cobourg.
Brown, H., Private, Infantry, (G.M.R.) Omemee.
Budd, James John, Private, Infantry, Grant River
Byng, George, Private, Infantry, Bobcaygeon
Cameron, Alexander, Private, Infantry, Lindsay
Campbell, Alexander, A. L.-Cpl., Infantry, Cameron.
Campbell, John, Corporal, Infantry, Argyle
Campbell M. Jas., Private, Infantry, Argyle
Campbell, Russell A., Sapper, Field Engineers, Kirkfield.
Carew, Robert, Private, Infantry, Grant River
Chambers, Allister, Private, Infantry, Cambray
Castle, George, Private, Infantry, Mariposa Tp
Clare, Stephen, Pte. Infantry, Mariposa Tp.
Carp, Charles, Pte. Infantry, Mariposa Tp.
Carruthers, Sydney Chas., Sergt., Infan'y, Lindsay
Carey, Earle, Private, Infantry, Lindsay
Cragg, Russell Alex., Private, Mounted Rifles, Lindsay.
Crarey, Russell, Private, Infantry, Kirkfield.
Crandal, Wm. Johnson, Corporal, Infantry, Cameron.
Cumings, William, Private, Infantry, Oakwood.
Curtis, Patrick, Private, Infantry, Lindsay
Cuthbert, Samuel, Private, Infantry, Lindsay
Clark, Percy S., Private, Infantry, Lindsay
Dawson, Alfred Simmonds, Pte. Infantry, Beaumont
Dawson, Hector, Pte., Infantry, Beaumont.
Day, Richard James, Pte. Infantry, Norland
Daynes, Deacon, Pte. Infantry, Elm Tree.
Dogland, Francis P., Pte. Infantry, Bobcaygeon.
Donaldson, Robt. Jos., Pte. Infantry, Fenelon Falls
Elliott, Walter Waldron, Cpl., Infantry, Lindsay
Faulkner, Fly Infantry, Coboconk
Ferguson, James Wesley, A. L. Cpl., Infantry, Valentia.
Fitzgerald, John James, Pte. Infantry, Head Lake
Fortier, Nelson, Pte. Infantry, Lindsay
Foster, John, Pte. Infantry, Mariposa Tp
Freeman, Benjamin, Pte. Infantry, Mariposa Tp.
Fry, Henry, Pte. Infantry, Mariposa Tp.
Garbutt, A. E., Nursing Sister, Lindsay
Gifford, Victor R., Private, Engineers, Lindsay
Gillies, Hector, Pte. Infantry, Lindsay
Gosselin, Alphonse, Pte. Infantry, Downeyville
Gray, John, Walford, Pte. Infantry, Lindsay
Grimstead, W. G., Pte. Infantry, Valentia.
Grover, Homer, Pte. Infantry, Grant River
Goldin, Eric, Pte. Infantry, Lindsay
Glendenning, Stanley, Flight, Air Force, Lindsay (Sunderland)
Gallagher, W. N., Lieut. Infantry, Omemee.

Hall, Arnold Menzies, Pte., Hrse., Lindsay.
Hall, Geo. Carlton, Pte., Infantry, Cumberg.
Halliday, Adam Sydney, Pte., Infantry, Fenelon Falls.
Hancock, Armour Gillies, Jr., Pte., Hrse., Lindsay.
Harper, William, Sergeant, Infantry, Lindsay
Hartwick, Herbert, Pte., Rly. Tpt., Lindsay.
Hill, Joseph Leslie, Pte., Infantry, Bobcaygeon.
Hill, William Albert, Pte., Infantry, Bobcaygeon
Holliday, Herbert Augustus, Gunner, Artillery, Cobourg
Hopkins, Fred Malcom, Lieut.-Col., Infantry, Lindsay
Horton, T., Pte., Forestry Dept., Kinmount.
Houlihan, Orth, Pte., Infantry, Lindsay
Howe, J. C., Infantry, Lindsay.
Hughes, Wesley, Pte., Infantry, Burnt River
Irwin, Norman, Corp., Forestry, Lindsay
Jackson, Edward, Private, Infantry, Lindsay
Jackson, R. S., Private, Infantry, Lindsay
Jeffers, Frank Alfred, Pte., Infantry, Little Britain
Johnston, J. A., A., L.-Cpl., Infantry, Bobcaygeon.
Johnston, Reginald, Pte., Infantry, Lindsay
Johnson, Martin, Pte., Infantry, Fenel., Falls.
Johnson, Willard, Pte., Infantry, Lindsay
Johnston, Wm. Russell, Pte., Infantry, Melville.
Jenkin, Irvine, Pte., Infantry, Bobcaygeon.
Jenkin, Percy John Clayton, Pte., Infantry, Bobcaygeon
Keech, Wm. Carlton, Pte., Infantry, Lindsay.
King, Henry Wm., Pte., Infantry, Head Lake.
Knight, John Pte., Infantry, Woodville.
Kirkconnell, Walter Allisen, Captain, Infantry, Lindsay
Kylle, Edward J., Captain, Infantry, Lindsay
Kirton, Albert Pte., Infantry, Marlipeek, Tp.
Kirton, William, Pte., Infantry, Marlipeek Tp.
Knowlton, Lloyd, Pte., Infantry, Lindsay
Lanning, Percy Pte., Infantry, Marlipeek Tp.
Leach, Albert Kenneth, Pte., Infantry, Lindsay
Leitch, Joseph Francis, Pte., Infantry, Lindsay
Lee, George Herbert, Pte., Infantry, Woodville
Lemaire, Louis, Pte., Infantry, Lindsay
Lee, William Geo., Pte., Infantry, Woodville
Lescombe, H. R., Pte., Infantry, Cobourg
Lyle, Wilbert Mead, Gunner, Artillery, Bobcaygeon.
Lyon, Edwin Percy, Pte., Infantry, Little Britain
Lyons, Wm. John, Pte., Infantry, Lindsay
Mark, Robert Henry, Pte., Infantry, Cameron
Matthews, A. J., Captain, Infantry, Lindsay
Metcalfe, Chas. Norman, Pte., Machine Gun, Fenelon Falls.
Miller, Charles, Pte., Infantry, Lindsay
Millar, Joseph John, Pte., Infantry, Kinmount.

Mills, Fred Harold, L.-Cpl., Infantry, Omemee.
Mitchell, Thomas, Pte., Infantry, Marlposa Tp.
Morrison, Wm. James, Pte., Infantry, Lindsay.
Murray, Albert, Pte., Infantry, Valentia.
Murton, James, Pte., Infantry, Downeyville.
Mitchell, Douglas, Pte., Infantry, Lindsay
McDonald, Alexander, Pte., Infantry, Cambray.
McDonald, Kenneth, Pte., Infantry, Cambray
McDonell, Edward, Pte., Infantry, Lindsay
McDougall, Russell, A. L.-Cpl., Infantry, Fenelon Falls
McEachern, ——, Pte., Infantry, Woodville.
McEachern, Malcolm, Pte., Infantry, Hartley.
McFadyen, Geary Locke, Pte., Infantry, Hartley
McGann, Joseph Patrick, L.-Cpl., Infantry, Lindsay.
McGill, Ivan Elmer, Pte., Infantry, Lindsay
McGinnis, Sidney, Pte., Infantry, Lindsay.
McGuire, James Patrick, Pte., Infantry, Lakemount
McInnis, D., Pte., Infantry, Mariposa Tp.
McInnis, Chas. Howard, L.-Cpl., Infantry, Lorneville.
McMillan, Wm., Pte., Infantry, Mariposa Tp.
McMurray, George, Pte., Infantry, Lorneville.
McNeil, Wm. Geo. Stanley, Pte., Infantry, Lindsay
McKay, Robert, Pte., Infantry, Lindsay.
Nalsmith, James, Pte., Infantry, Lindsay
Nay, Sgt. John Dooley, Pte., Infantry, Somerset.
Newell, Alfred Charles, Pte., Med., Office Lindsay
Northup, Melville, Pte., Infantry, Bobcaygeon
Owens, M. P., Pte., Infantry, Woodville
Otby, Wm. Edward, Pte., Infantry, Sedgewa.
Padden, Herbert, Pte., Infantry, Lindsay.
Parkes, Cleveland Adair, Pte., Infantry, Lindsay
Parkis, Wray, Pte., Infantry, Nariand.
Parks, Alvin Morris, Pte., Infantry, Lindsay
Patten, Neil Guide, Sergeant, Infantry, Cambray
Peters, Wm. Claude, Pte., Infantry, Omemee.
Powell, Roy Irvine, Pte., Infantry, Omemee
Pollitt, George, Pte., Infantry, Omemee.
Reeves, Robert, Pte., Infantry, Mariposa Tp.
Robinson, Wm. Morris, Pte., Infantry, Lindsay
Rogers, Garfield R., Gunner, Artillery, Mariposa Tp
Rushton, Stanley, Pte., Infantry, Lindsay
Russell, Victor, Pte., Infantry, Mariposa Tp.
Ryall, George, L.-Cpl., Infantry, Little Britain.
Rooks, Edwin Martin, Sergeant, Artillery, Oakwood.
Scott, Alexander, Lieut., Infantry, Lindsay, (Select)
Sandland, James, Thos., L.-Cpl., Infantry, Lindsay
Smith, George, Pte., Infantry, Mariposa Tp.
Scott, Walter Henry, Prov. Sgt., Infantry, Lindsay

Scott, John H., Pte., Infantry, Mariposa.
Selby, Thos. Ralph, Pte., Infantry, Schreyerville.
Shankland, John Wilfrid, Pte., Infantry, Ferndale Falls.
Shaw William Pte., Infantry, Lindsay.
Shea, J. E., Pte., Infantry, Lindsay.
Silverthorn, Howard Wesley, Pte., Infantry, Belmont
Stewart, Robert, Pte., Infantry, Mariposa Tp.
Stinson Chas. Howard, Pte., Infantry, Fenelon Falls.
Stinson Wm Norman, L.-Cpl., Infantry, Lindsay.
Sumner, John C. Pte., Infantry, Mariposa Tp.
Swearingen Fred, Pte Mounted Rifles, Lindsay
Sutcliffe, Chas. H., Major, Infantry, Lindsay.
Swayze David, Flight Lieut., Air Force, Lindsay.
Swayze, Keith, Flight Lieut., Air Force, Lindsay.
Taggart, Gordon, Pte., Infantry, Canning.
Tawlis, Melville Edgar, Pte., Infantry, Cambray.
Taylor, Wm Edward, Pte., Infantry, Bobcaygeon Road
Tawgk, Archie Russell, Pte., Infantry, Kirkfield
Trotter Foster, Pte., Infantry, Lindsay.
Trevor, Ralph, Pte., Infantry, Lindsay.
Trott, Joseph, Pte., Infantry, Mariposa Tp.
Tripp, James Albert, Pte., Infantry, Bobcaygeon
Trusz, Charles Roy, Pte., Infantry, Cabotosh
Trusz, Peter, Driver, Artillery, Cabotosh
Vickery, Orville Wilson, L.-Cpl., Infantry, Lindsay.
Watson, Murray, Pte., Infantry, Mariposa Tp.
Weeks, Clare O., Lieut. (M.C.) Infantry, Lindsay
Wheeler, Charles, Pte., Machine Gunner, Lindsay
Wheeler, Fred Freeman, Pte., Infantry, Woodville.
White Joseph, Sergeant, Infantry, Lindsay.
Whitney, J. W., Pte., Infantry, Burnt River
Williams, Arthur James, Mus., Infantry, Lindsay.
Wilson Robert T., Pte., Infantry, Mariposa Tp.
Winchester, Jos. Pte., Infantry, Lindsay
Wright J. M., Skipper R. C. Y. C., Bobcaygeon.
Wilson Bruce, A., Flight Commander Air Force Lindsay
Wilson, W. W. Lieut. Infantry Lindsay

A Brief Summary Beginning from 1914

Adequately to describe the events and context of the conflicts in which these lives were offered up would transcend the limits of several volumes of history. There are compensations, however in the brevity here found necessary. We are still so close to the World War that it is easy to become confused at the complexity of the military operations of vast armies on six separate and extended fronts in making a rigid summary of the salient events of the campaigns, especially in so far as they affected the Canadian troops we shall introduce a sim-

plicity which, though somewhat artificial, will enable us better to comprehend and remember our country's role in the colossal struggle

With the outbreak of war Germany deliberately violated Belgian neutrality in order to pour her armies up the valley of the Meuse and crush the French from an unexpected quarter Thus rayaged Belgium more fearfully and here their way through Northern France to within fifteen miles of Paris Then from Sedan, 13th to Sept 16th, 1?, the Battle of the Marne, the French shattered the great German attack and drove the invaders back to the Aisne Three months of struggle for position which by the end of October left the opposing armies entrenched against each other all the way from Nieuport (on the North Sea) to Switzerland In the east Russia was worsted by Germany but was succeeding in her Asiatic Turkey entered the war on the German side on November 3rd. Italy abandoning Britain's guardian in Egypt and India. Canada had no share in the operations of 1914

Canadian Share in War in 1915.

In February 10th the First Canadian Division crossed to France. On April 17th they took up their position in the trenches before Ypres. Five days later on April 22nd, the Germans released a treacherous brave to break through the allied lines which had gain the channel ports. The historical repetition of poison gas was now first employed by the enemy Frenzied efforts of the Canadian hell broke in the thin line but barely kept gap of several miles in the allied line Only the superhuman audacity devotion and endurance of the Canadians under circumstances impossible to anything saved the day Their casualties were so fold as more than half their number

Four weeks later on May 15th, the Canadians took part in a British effort at Festubert which sought to break through to Lille. Ground was won to a depth of 600 yards or a front of five miles, but further progress failed through a lack of munitions This serious shortage of munitions precipitated a political crisis in England and helped to bring in a Coalition Government The Canadian casualties at Festubert totalled 2000

On June 13th 1st First Division incurred 30th more casualties in a frontal attack on the Germa trenches at Givenchy They took their objective but were obliged to fall back because the British troops on the left did not meet with like success

In September 1915 the Second Canadian Division arrived in France and a Canadian Corps was formed This Canadian Corps was supplied with a Third Divisiy in January 1916 and a Fourth Division in August 1916

During 1915 while this inconclusive fighting went on on the western front, Germany inflicted stupendous defeats on the Russian armies and over-ran 1,000 square miles of Russian territory The

British failed ignominiously in an attempt to capture Constantinople. Bulgaria thereupon entered the war and co-operated with Germany and Austria in the conquest and subjection of Serbia. The only Allied gain in 1915 was the entry of Italy into the war on May 23rd.

Canadian Share in War in 1916.

In 1916 the Germans heralded to assault the French army by one terrific, irresistible blow against the stronghold of Verdun. The storm of battle broke on February 21st and though it raged till the following October the French line did not give way.

On July 1st an Anglo-French army opened a great counter-campaign known as the Battle of the Somme, which lasted till November 18th. We share until September further in the gear they had incurred heavy casualties during reverses at St. Eloi in April and at Sanctuary Wood on June 2nd and during a mine and general counter-attack at Hooge on June 13th. Not they were to capture a series of German positions Mouquet Farm, Courcelette and Pozieres, French on September 15th; Zollern Redoubt and Kenora Trenches on September 26th; Regina Trench on November 11th; and Desire Trench on November 18th. The Canadian casualties in this share in the Somme offensive totalled 24,029. The total area won by the Allies was small, about 120 square miles.

Other events in 1916 were: A successful Russian campaign in Galicia the added entry of Rumania into the war and her speedy subjugation by Germany; and the inconclusive naval battle of Jutland between British and German fleets in the North Sea.

The War's Progress in 1917

The chief events in 1917 were: the collapse of Russia through military revolution, one final serious destruction by the Bolsheviki on November 7th; the disastrous entry of the United States into the war on April 6th; the serious reverses in Italy in October; the British capture of Passiah and Jerusalem; and the moderate gains made in the west by the Allies in the battle of Arras (April-June); the battle of the Aisne (April-November); and the British offensive in Flanders (July-December).

In the first stage of the battle of Arras the Canadian Corps captured the almost impregnable fortifications of Vimy Ridge on April 9th 10th 11th 12th and 13th; and The Pimple on April 12th. The remainder fell in May. Later the Canadians captured Arleux on April 28th and Fresnoy on May 3rd.

In August the Canadian Corps was employed in the sector opposite Lens in Northern France. The Fourth Division captured the suburbs of La Coulotte and Arleux on August 1st and on August 18th the First and Second Divisions carried Hill 70 a half kilometer north west of Lens. On August 21st a bloody but inconclusive struggle raged about a great weed-infested slag-heap, known as the Green Crassier.

southmost of the city The capture of Lens was not yet completed when the Canadians were withdrawn and sent to join in an offensive in the Ypres salient

On the 26th of October the Canadians launched their attack on the Passchendaele Ridge, and by November 10th after one of the bitterest and costliest struggles they ever knew attained their objective and removed the menace of this commanding position from the British front The Canadian casualties in eleven days totalled 14 887 The total of Canadian casualties during the entire Boer War had been only 230

The Closing Campaigns in 1918.

In the spring of 1918 Germany exacted a ruinous peace from Russia and then turned to bear all the armies in the west a colossal offensive that would win the war From March 21st to July 15th they were tremendous successes but end ultimate victory The Allies at last achieved unity of command and the new generalissimo Marshal Foch began on July 18th a sweeping counter-offensive which did not halt until the capitulation of the Germans on November 11th.

In this great advance Canada played a glorious though costly part. In the Battle of Amiens (August 8th 17th) the enemy was driven back 15 miles from before the vital railway centre of Amiens, had 31 villages won recaptured. Then the Black Corps was suddenly transferred to the north to fight the Battle of Arras (August 26th-September 4th) Here they broke through the Drocourt-Queant switch a vast system of reserved fortresses connected by wired trench lines and huge subterranean funnels and advanced to the Canal du Nord capturing some 50 square miles of territory On the 27th of September the Canadians resumed the offensive in the Battle of Cambrai which ended on October 9th with the capture of that city

In the three great battles of Amiens Arras and Cambrai the Canadians casualty list reached the staggering total of 37 363 The captures included 310 heavy guns 720 trench-mortars, 2100 machine guns, and 9h 6h prisoners

In a subsequent march from Ypres to Mons many actions were fought in the capture of Douai on October 29th of Valenciennes on November 2nd and of Mons on November 11th

Meanwhile British had stimulated Turkey in Mesopotamia and Syria and an Allied army under a Frenchman had shattered the Bulgarians in the Balkans Bulgaria signed a capitulatory armistice on September 29th Turkey followed her example on October 31st. Austria was badly shaken by Italian attacks and rose in on November 4th. Revolution broke out in Germany the Hohenzollerns fled and the war closed on the 11th of November

Such was the course and the termination of the War of the Nations, in which 200 sons of Victoria County died heroically in the cause of human freedom.

Chapter XIV.

Pages of Parish History

The religious life of a people is a vital factor in its history. How it intersects it may affect more or less closely than the spiritual conviction. To attempt, however to sketch a century of church development throughout the whole of a county would give only a diffuse confusion of petty parochial details without any unifying principle as key to give the narrative coherence and life. Lindsay like Cobourg is typical of that variety of creed or practice which in one community or another and other Ontario counties. We have here six denominations of varying strength. The abounding activity of congregations in this one county is more shown better than in the building of churches. From 1841 to 1921 the population of Lindsay has grown from perhaps 50 up to about 8000 such having first some 80 years the local congregations have put up no fewer than 16 church buildings. This seems at once a proof of enormous vitality and of extension of the possibility of energy and means which goes with diversity of faith and denominational effort. These points are implicit in the more detailed sketches of individual churches which now follow.

I History of St. Mary's Church, Lindsay

The pioneer church in Ops and the vicinity of Lindsay was the Roman Catholic church.

Prior to 1840 no priest was stationed locally Lindsay and the surrounding country lay within the parish of Peterborough and it was from the latter village that pioneer expeditions came.

The first priest to visit Ops was Father Crowley an elderly Irishman from Cork who had come out in 1822 as shepherd of the Robinson immigrants. His first entry in Ops was said to be 1830 in the shanty of John Kirkway Shirley were also both of Toronto Grundy's Parish Council's Dennis Twohey's and John Murphy's. He received from the government 200 acres of land (lot 14 in the 6th concession) which was ultimately patented in the name of his nephew John Ambrose. The grant was made to help settlement and a house for storing settlers' effects was built on the west bank of the river. The spot was therefore long known as the Priest's Landing. Father Crowley was hot-tempered and had many bitter quarrels with his parishioners. It is related that when Patrick O'Keefe and Cornelius Hogan gave him a cheque refused to pledge money in the church they received his malediction and within a year O'Keefe became

permanently blind and began a crusade for life. He retired in poor health in 1882 and died of Bronchitis at N. E. in 1884.

His successor Father Bennett, was a slight but energetic young man of an Irish height, described as cultured and eloquent. As his pastoral tours expanded as far as Coldwater and Penetanguishene Tweney's shanty.

He was succeeded in September 1885 by Father Timothy O'Meara a tall handsome man of forty who as a mere Father Brady made Parish Councils.

Father O'Meara was followed in 1886 by Father Burtan a very small, thin man who was a native of Tipperary and had previously been a school-master. He held One Service every Sunday and Holy Days in the house of John Murphy. He was severely injured in 1128 by falling through the floor from the rest of a church which he was building in Peterborough. It was not until Easter until June 30 1894 that he died, being then in the seventy fourth year of his life and the nineteenth year of his Parishioners and state.

First Resident Priest of Medley

Prior to 1848 one priest, stationed at Peterborough had to minister to a missing, widely extended from the Humber on release on the east north. To cover all this district in a week, even by travelling on task knowledge the hands of St Mary's, council of Emmaville Ireland formed in 1819 and Father Hugh Fitzpatrick, of Emmaville Ireland was appointed as the first resident priest.

In June, 1848 Father Fitzpatrick left his previous parish in Adjala township, in Simcoe County and came to Lindsay by way of Port Penn, with the wagon loads of furniture and his wife and household. Some Miles At Port Perry he was met by Patrick Hyde and James Mahoney who, as night set in, had a hard, heavy job efforts in the mud-down a road upon on the shore of Scugog Lake Road, with Mahoney helped in this wrenching with the priest put on at Crandolf's the latter by reason Grangeman in the morning of the baggage—capacious liberty four hog-pol horrows from "King Connell" the Lindsay they hushed at the 9th mill at the foot of Mitchell Road, about most of the villagers had gathered to escort the priest to his home in a log shack in rear of the present Royal Hotel This small log house previously used as a shop by Captain Murphy and was later replaced by Hiram Higgins with a stone store, destroyed in the great fire of 1911. In 1851 and 1911 however it marked an Irish church and presbytery

Father Fitzpatrick soon set about the erection of a church. A lot was secured on what is now the north-west corner of Russell and Lindsay streets. Logs were drawn from the nearby limit of the township. Kent street was being chopped out for the first time, so many streets were cleared and the church in fact is of course in comparatively suitable swamp of cedar and cedar is the primary of land. Patrick Hrsh and Peter Tully were given the privilege of felling the first tree. The site was cleared during the winter and all the timber necessary for building was cut and prepared on the ground. In the spring of 1841 a bee was held and the church raised. The corner men were Patrick McHugh, James Farr, Thomas Shaw and Fraser Wilker. The main log building for a boot high by twenty-eight feet wide was put up in two days. When the roof was put on by Thomas Vaughn they worked at Purdy's mill. The shingles were made by Hugh and Peter Greenan to earn by Owen Curtin, Donald Melody, Thomas Hogg, Terence Patrick and Michael Brady, and Peter Greenan as well, under the orders of the pilot, began to cover the crowded on the roof, and south side. The rushes for the windows were made by Richard and Michael Lenihan. There was no rally given to only each one had among the Peri Hugh, Nicholas Connelly and Patrick Leddy went around the parish and collected some thirty bushels of wheat. They took the grain to the back lot of Pat Hogg, relic it, and ground with the needed supplies. The time to plaster the crevices between the logs of the church was made by Jesse Bergh for a mile near the present water and was brought by the parishioners under his direction. The floor was made of rough hewn two-inch planks laid down on the joists. The altar was also built of rough boards like the rest. The door was made by Dominic McBride and the hinges and latch by John Cunningham. There were never any pews in the body of this original church. There were however two galleries of four pews each one to each side and an end gallery built by Thomas Keenan and Thomas Spratt for their own use.

The first mass in the church was said on November 1 1841. On Corpus Christi day of the following year the church pillars around the building were barred and the church itself narrowly escaped destruction.

Music was strikingly lacking in the church. A fiddle was the only instrument heard within the walls. There was no choir but the Gilhooly family sometimes sang.

Meanwhile a presbytery was being built at Father Fitzpatrick's own expense on a lot bought by him from the government for the north-west corner of Lindsay and Russell streets. Dominic McBride had contracted for its construction but after putting up the frame in the spring of 1841 he failed to carry it any further. W. Thatcher then finished it in December 1841 and Father Fitzpatrick moved in in January 1842. During the summer he brought Newhaver from Strongson and it was greeted them around his lot. This property was later transferred to the parish for the price of $400. The present

presbytery on lots 11 and 12 on the north side of Russell Street East was a gift to the church from John Knowlton in 1872.

When Father Fitzpatrick came to Lindsay in 1140 he was a powerful man in middle life. By the end of 1142 he was almost completely broken down. Scores of his parishioners had been struck down with malaria. He himself had had fever each year and been sick shortly after the practice of the day. The narrow trail by which he went to minister to Downeyville, Kirk's Ward and Fenelon Falls was an unthinkable morass dotted with swamps. His health was no longer equal to the stress and in December 1143 he retired to Bowro

There were brief ministries by Father Roche and Father McCormick. Then in the autumn of 1144 came Father Hugh Patrick McEvoy a fine looking man from Mayo, Ireland. His first Sunday on which he said mass the grey day cut in the fields and the dark Irish head Theodore as many in the parish were ill and serious loss was threatened he said in a congregation of 50 to 60 in the harvest. Father Fitzpatrick had so lavish removed all his furniture from the presbytery as that Father McEvoy was obliged to board at an house he left out with Hendrie and carried him from the altar. Mr Bribe a wife to him he left him with fifteen pounds to pay him on an grew crazed and despondent and at last disappeared from Lindsay managed a pitched battle between the villagers and a small army of hamlet

He was relieved in the fall of 1147 by Father Fitzpatrick, who ministered again to the parish till October 1148.

Father Chisholm Plans New Church

For the eight years that followed the parish priest was Father Chisholm O.D. His 27-year-old son Colonel Chisholm of Glengarry This young Scotch-Canad as was six feet four inches in height handsome stable and educated at Ross Hall. In 1152 he bought a three-acre lot (the Knowlton Rising block) with a view to building a school for higher education This lot was situated by a parish bee The educational scheme was at first abandoned and the lot sold about 1870 In 1864 the Bank of Upper Canada gave him the present church selling the granting of a bonus to the Post Office Lindsay and Somerville Railway in which the bank was interested. On this new property he planned to build a brick church and school but the two stations 180 feet by 60 feet Some 000 000 brick were ordered from Patrick Cavity and more drawn in by a bee in the winter of 1864-65 Pine was bought in 1866 from Patrick McHugh and the lot in the third concession and brought down the river by a man named Page. In the

same year Father Chisholm first organized the Separate School which met during the week in the old church building. His work was largely mad during the week in the old church building. His work was largely mad during the week in the old church building. His work was largely mad

church's highest officials Father Casey died very suddenly on May 14 1881

According to the last Dominion census there are 2280 Roman Catholics in the parish

II. Methodism in Lindsay

The Methodist church in Lindsay stands a close second to the Catholic church in point of time.

In 1822 in a years stay Father Crowley had only his first mass in Ops the Rev Conrad Vanhuise rode in from the Cavan Circuit when the quagmire trail through the forest and preached to a few log cabin sacramental Sacrosanct in their mission work were the Rev John Ryan in 1820 the Rev John Black in 1824 and the Rev William Young in 1829

In 1832 Cavan was united with the Peterborough Circuit and Lindsay was supplied from the Brock Circuit on the west. The missionary from 1832 to 1834 was the Rev Cornelius Flummerfelt, who was followed in 1835-36 by the Rev Morgan Dean whose son later became Judge Dean. In 1841 and 1842 the visiting pastor was the Rev John Sanderson a genial soul known throughout the countryside as "Little Peculiarities" because of his constant reproof in matters of their neighbours You know we all have our little peculiarities" One day his directing an error of limb was secured from the gossamoral on the southwest corner of William and Wellington streets and a small frame building used as a school hosting the week and as a church on Sunday was erected This building which is at once the oldest school and the oldest Protestant church in Lindsay still stands at No. 28 Wellington street in 1843 on the erection of a second church, it became the Methodist parsonage. It is now occupied by a publisher

The ministerial pastors up to 1852 were the Rev Herman Davis in 1843 the Rev Gilbert Miller and the Rev Samuel Pear in 1844, the Rev Gilbert Miller and the Rev Aaron Dayton in 1845 the Rev William Young in 1846 the Rev David Hardy in 1847 the Rev C W M Gilbert in 1848 the Rev John Sanderson in 1849 and the Rev Cornelius Flummerfelt in 1850-51 None of these ministers lived in Lindsay at all except the Rev David Hardy who sojourned in the village during 1847

The First Resident Methodist Minister

The first officially resident minister was the Rev Thomas Hannah appointed in 1852 During his ministry a much larger frame church more imposing in its architecture, was built next to the original building but fronting on William Street. It is occupied at the present day by Skitch's Carriage Works. The earlier structure was then occupied by Mr. Hannah as a parsonage

From 1856 to 1858 Lindsay was also the head of a circuit and

during most of that period two preachers were required to cope with all the country appointments. The senior incumbents were as follows:—1854-64, Rev. J. C. Speight; 1867, Rev. James Spencer; 1868-70, Rev. D. C. Chapman; 1941-42, Rev. S. C. Philp. 1864-66, Rev. A. Edwards; 1868-69, Rev. James Spencer. The assistants were the following:—1864, Rev. Samuel Dingman; 1865, Rev. W. H. Chard; 1866, Rev. James Ash; 1867, Rev. A. L. Peterson; 1868, Rev. David Jackson, 1869, Rev. W. W. Miller, 1869, Rev. J. H. Stinson, 1867, Rev. N. S. Burwash; 1870, Rev. R. Dallenbach. 1942, Rev. Thomas Adams, B. A., 1864, Rev. W. F. Morrison, B. A. In 1873 most of the country appointments were formed into an Oakwood Circuit. In 1886 all remaining village charges were annexed to Oakwood and the Lindsay church was left to devote all its energies to development at home.

A cleaning debt of several hundred dollars was now paid off in 1889 and preparations were made to build a new brick church and a new parsonage. In 1870 the Rev. Mr. Creasor was succeeded by the Rev. C. Freeman, D. D. A lot was purchased in this same year on the northwest corner of Lond and Cambridge streets and a parsonage built. In 1871 a church of white brick was put up on this same property at a cost of $12,000. It was dedicated to divine worship on December 17, 1871, by the Rev. W. M. Punshon, D. D., the Rev. S. R. Hall, D. D., and the Rev. Geo. G. H. Davis. The ministers for the next fifteen years were as follows:—1873-74, Rev. James Brock, 1875 (6) Rev. Charles Pitts; 1876-78, Rev. Thomas Argue; 1879-81, Rev. John S. Clarke; 1882-84, Rev. Wm. H. Hinchley 1887-88 Rev M. L. Pearson.

A Season of Amalgamation.

In the early eighties two local congregations of similar tenets, the Episcopal Methodist and the Bible Christian amalgamated with the Cambridge street church. The Episcopal Methodists were the dominant division of the Methodist church in the United States. A mission in Peel Street flourished in the sixties but was closed in June 1881 by the Rev. George Young, the presiding elder of the district because of the atrophy of funds and enthusiasm. The Bible Christian church had begun in England in 1817 as an evangelistic revival within the Wesleyan Methodist church. Its leaders were pursued by the Methodists with the same bitter persecution that they themselves had suffered from the Church of England in the early one century. In Canada a wider toleration helped to heal the breach but separation prevailed until the eighties. A Bible Christian congregation in Mayfair built in 1873 at a cost of $3100 a white brick church on the east side of Cambridge street between Wellington and Peel streets, the building occupied today by the Baptists. Their relief came here during the next ten years were the Rev Mr Ayers the Rev Mr Roberts, the Rev R T Courtice and the Rev Mr Limbert On

February 12 1883 the congregation voted to sell the Methodist church and on Sunday morning in the following week the members marched up Cambridge Street in a body to be welcomed back into their accustomed fold. Similar receptions at Methodist sub-denominations were being accomplished throughout Cardiff at this time and on Tuesday October 23 1883 a service of commemoration and thanksgiving was held in the Cambridge Street church.

The congregation had by these re-organisations become considerably larger for the church building alterations and additions were thereafter made in 1895 Extensions were made at the north and south sides, giving additional seating capacity for several hundreds. A gallery was built around the north east and south walls of the interior and a pipe organ ironied by a choir loft placed in the west. The pulpit was placed in front of the choir. While this remodelling was in progress the congregation and school on Sunday in the upstairs assembly room of the town hall. The church was formally re-opened on December 19 1885

The pastors of the Cambridge Street church since that time have been as follows—Rev Wm Williams D D appointed 1883 Rev T J Campbell 1891 Rev S J Hughes D D 1894 Rev Thomas Manning D D 1897 Rev Geo W Brown 1900 Rev Thomas Rhys J Jenkins D D 1903 Rev J P Wilkes D D 1909 Rev T J Sheppy D D 1911 Rev A H Going 1919 Rev S. Vail Tilly

East Ward Methodist Church

A second Methodist church functioning in the East Ward of the town is now forty-three years old.

For some time prior to 1878 the Rev James Gresser a superannuated minister had been carrying on missionary work in the East Ward on his own initiative. No church of any denomination existed east of the river in 1878 the Mayor of the town, Colonel Tessier gave Mr Gresser a quarter of an acre of land on Neville Street, and Mr Gresser on his own responsibility and at his own expense had a building was used chiefly for all the 17th of November 1878 the building was dedicated to the service of God.

The Rev Mr Greaves was followed by the Rev W. A. V Fairbourne the Rev Thomas Gilbert and the Rev G W Davey in 1884 having Mr Davey's pastorate a two-storey frame church was erected Caroline streets. The building was 45 feet long by 45 feet wide and had the usual side entrances and the Sunday school on the ground floor. The Bertie Street church was converted into a double dwelling house it was burned down on February 13 1885 A few cottages was built on St Paul Street in 1889

The pastors since the time of the Rev Mr Bowey have been as follows—Rev Newton Hill appointed 1887 Rev John W Tolley

1884, Rev James McFarlane, 1885 Rev A. J. Harvey Strike 1886 Rev R. L. Phelps, 1894 Rev Jas. R. Reed, 1898 Rev David Halfour 1910 Rev J. S. McMorran, 1918 Rev C. H. Crow 1931

In 1867 steps were taking to build a new church on the north-west corner of Lindsay and Wellington streets. On March 27 1868, a tender for the building of red brick was opened by Dr Brown Gunn's Superintendent of the Methodist Church in Lindsay at

The Methodists in Lindsay until 1868

III Presbyterianism in Lindsay

The Presbyterian church comes third in Lindsay in point of seniority

About 1868 itinerant Presbyterian ministers began to visit the hamlet and preach in one log home or another. Prominent among these missionaries was Rev Mr Moore, from the Presbyterian church in Ulster. The number of preachers and families increased during the next decade and in 1878 four years after Father Fitzpatrick had built his log chapel and the Rev John Carmichael his clay frame Methodist church, the Calvinists determined that they too, were in need of a place of worship. A lot was secured from the government on the south side of Francis Street about mid way between Cambridge and Peel Victoria Avenue and a log cabin thirty feet long by twenty wide, put up on the northwest corner of the property by a congregational bee Nevertheless, the building was not completed below the rafters. The walls were logs, rough-hewn and plastered Within the Cathedral which had provided a rude altar but no pews the Presbyterians had at first no alternative—and even platforms. In fact—while the congregation and consistorially on rough planks supported by cedar blocks. Some time later Thomas Kirk and Hugh Moore added rough pews of poplar and settled benches for the cedar blocks. The Crown Patent for the church lot was not secured until November 7 1868 it was transferred by the Crown to the Presbytery of General in Canada, to be board of trustees consisting of Samuel Smith, Andrew Hall Duncan Fisher John Dimond and Thomas Kay

For three years after the building of the church the congregation was entirely independent and tended only by occasional missionaries In 1868 it was taken in charge by the United Presbyterian church and connected with the Presbytery of Durham. The presbytery gave such supply as they could for the next three or four years but it was not until 1882 that the Rev Gilbert Tweedie, Moderator of the United Presbyterian church was ordained and inducted as the first regular pastor in the log church His field of labor covered Verulam Ops Lindsay and Mariposa. Duncan Fisher formerly an elder at Mount Pleasant, and Thomas Kay ordained by Mr Tweedie were the first elders.

The Coming of Disruption.

The congregation was in its simple way peaceful and prosper-

has had if matters had been allowed to go on according to the best wishes of the people the Presbyterian cause in Lindsay would have had a very different history for the next few decades However the Caledonia disruption of 1843 ultimately reached Lindsay and most the church surrender Had it not been for ecclesiastical interference from without it is extremely doubtful whether any local difficulties would have proceeded the wide extravagance that afterwards existed As it was Mr Tweedie resigned in 1846 and with several families left the log church to form the nucleus of a Free Church body which for many later years identified itself with the Canada Presbyterian church The remainder of the original congregation continued in connection with the Church of Scotland Thus, in Lindsay, instead of one united and prosperous Presbyterian congregation two small parties struggled along through overwhelming difficulties.

For three or four years the Church of Scotland had an irregular services in the log church. In 1848 the Rev William Johnston was inducted as their first minister. In 1850 during his pastorate a brick church was set up on the Presently vacant lot. Mr Johnston remained in it 1855 by the Rev J D Muir and in 1857 by Lindsay Mercer 25 Messrs. Neil McDougall, Thomas Robertson and Godfrey McPherson were ordained elders. Mr Muir was followed by the Rev John and Noble and he in turn in 1870, by the Rev J Allister Murray of Mount Forest

The Canada Presbyterians were likewise without services for some time after separation In 1848 Mr Sharpe a colporteur was sent in by the Canada Presbyterian church to inquire into their needs and prospects. So hopeful some seemed in the old town hall on Cambridge Street (now Sinclair's Carriage Works) and in the Episcopal Methodist church building on Peel Street. In 1851 the congregation bought the northeast corner of Lot 3 on the south side of Peel Street, just west of T A Fisher's present grocery store and on it built a church. Services were given by student missionaries and by members of presbytery from time to time. Such famous divines as the Rev Morgan Fraser and Dr Burns preached here in their student days. Up to 1860 Thomas Ray was the only elder but in that year C Stacked Robinson officer of The Canadian Post and Dr Tweedie, thus reaching residence in Lindsay were added to form a session In 1861 the Rev Mr Ray was inducted as the first regular pastor He remained for five years. Then in 1870 the Rev Mr Hoskins was settled and indicated had remained only a few months. He was succeeded in the latter part of the same year by the Rev J W Fenton who continued as pastor for nearly two years.

The Church Reunited Once More.

In 1875 a notable stand took place in the history of Canadian Presbyterianism when on June 15th the two sections of the church were happily reunited In accordance with the recommendations of

assembly that wherever there were two weak congregations they should if possible unite, St Andrew's church on Francis Street and the Free Kirk on Church st in Lindsay responded. Meantime both pastors resigned and the united congregations became St. Andrew's church Lindsay

All now worshipped in the Francis Street building On June 28 1876 the Rev James Hastie of Prescott became the first pastor of the unified church. He was succeeded on June 11 1884 by the Rev Daniel McTavish D Sc who was shortly by the congregation even before his academic course was finished

The church edifice on Francis Street was now found to be far too small and new accommodation was sought. In December 1889 Mr Wm Nasmith offered to furnish a site on the southeast corner of William and Peel Streets and to make such a subscription that would bring his total contribution up to $6000 A canvass was made through out the congregation who then handed $56 and funds were raised to build an $18 000 church On June 1 1891 the corner-stone was laid by Dr McTavish A commemorative scroll was read by Mr J K McMullin and an address delivered by the Rev G M Milligan of Old St. Andrews, Toronto A hurricane which raged throughout the ceremony helped to make the occasion a memorable one The church was formally opened on Jan 28 1892 by Principal Grant of Queen's University It was severely fire proof being by many feet wider and was designed in the style known as "decorated Gothic" The architect was William Dutton of Lindsay who also planned the convent, the Anglican church and the Collegiate Institute This edifice at this time were Trustees Rev James Watson John Matthie John McLennan James Hamilton Andrew Robertson and James R McNeillie The Francis Street building was now occupied for many years by graded school classes and was demolished to more recent times to make way for dwelling-houses.

In November 1891 a manse was built on the southwest corner of York and Peel Streets, just behind the church and was taken over by Dr McTavish On July 11 1899 he was succeeded by the Rev Robert Johnston M.A. a gold medallist in general proficiency in Arts at McGill University and a gold medallist also at the Presbyterian Theological College at Montreal In 1895 the Rev J W Mcmillan, B.A. of Vancouver was the next pastor of his ministry on January 31 1900 a new sunday School building of white brick was opened just north of the church it was built by John Thorburn of Lindsay and had a seating capacity of 160

The Rev James Wallace, M.A. S.D. M.R. C.M. now of Renfrew succeeded the Rev Mr McMillan in 1903 The present pastor the Rev F R Middaugh has been in charge since 1918

There are 1407 Presbyterian in Lindsay

IV The Church of England in Lindsay

Fourth in order of seniority in Lindsay comes the Church of

PAGES OF PARISH HISTORY

England

The first service was held in 1818 in the old town hall by the Rev John Hickey who had arrived in 1816 as a missionary from Penzance. In 1825 the Rev. John Vicars was appointed incumbent and a site on Rural Street, now occupied by the Post Office House in 1838 a large frame church in service for the next twenty-six years was erected.

Prominent among the church members of 1836 time were William Stoughton T C Patrick W D Russell G M Rose A Roche, Wm Ivey Beresford and John Bryans Messrs. Stoughton Fisher Grace and Beresford were among the early church-wardens in early days Mr T C Patrick took a prominent part in the music of the church and his melodia fell later on Inspector J M Kaight, who was look or genial and gentlemanlier

For the Rev W T Smithett succeeded Mr Vicars in 1873 in 1881 the Rev Vincent Clement was appointed rector with the Rev E Worden-Jones as curate-in-charge. The latter succeeded to the rectorship in 1882

In 1884 preparations were made to build a new church A Building Committee, consisting of Wm Grace H Brown Thomas A Plaunce Committee consisting of J P Knight C B Rose and Harrison J H Stephens and H H Hopkins were duly formed. Mr Adam Hodgson donated a church site of half an acre on the south side of Russell Street between William and Carnbridge streets and the Finance Committee purchased a quarter acre of adjoining land with a view to building an a school house and a parsonage at some later time The plans obtained were presented by Messrs. Stewart and Duncan Toronto The contract for constructing the church was awarded to Messrs Hughes y and Walters of Paisley The various stone was laid with Masonic honors on Dominion Day 1885 Most Worshipful Sir John Beverley Robinson Bart Grand Master of the Grand Lodge of Canada officiated The completed church was dedicated on November 20 1885 by the Lord Bishop of Toronto and eleven assisting clergymen

The new church was built of white brick on foundations of Rubelmgton Hamstone 110 feet long by 54 feet wide Ohio Sandstone was used for the facings On the southeast corner was a tower Hopkins' old with a tota of hundred feet The front of the church was flanked by a large lepiid window 14 feet wide on 22 feet high claims-gothic windows in the other walls supporting the roof The roof of the church was built in a half octagon shape and was lighted by three windows The seating capacity of the church was reckoned at 800 The price paid to the contractors was $14 659 27 As all the ex-

passes here very heavily on the congregation, it was not until February 24 1921 that the mortgage carrying the church's debt was formally burnt.

The Rev C H Marsh became the pastor of the new St. Paul's church in 1887 and to buy it in 1921 is still the incumbent. The following narrative here omitted him during his thirty-three years of pastorate. —Rev Wilson McCain, B.A. now deceased. Rev Cornelius Lansing.—Rev Wilson McCain, B.A. now deceased. Rev Cornelius Lansing.—Rev Archibald Perry of Hamilton. Rev A. Smith of Brooklyn, N.Y. Rev Archibald Perry of Hamilton. Rev A. Dr William Laughrey of Wycliffe College and Editor of "The Canadian Churchman." Rev Mayer Mallmore of St John's Church Yorkshire Cheshire." Rev Mayer Mallmore of St John's Church Yorkshire Cheshire." Rev Kingdom Roy Bailey of Brantford and Rev G. R. Kingdom Roy Bailey of Brantford and Rev G. R. Orchard Rev Kingdom Roy Bailey of Brantford and Rev G. R. Orchard Mackenzie who is still with him.

During the first year of Canon Marsh's sojourn in Lindsay a parsonage was built for the church lot and it cost $1800. During the school house and church were put up at a cost of $1800. In the same year a new pipe organ, costing $2460, was installed. A the same year a new pipe organ, costing $2460, was installed. A the new rectory was built on the church property in 1914 at a cost of $7000. rectory was built on the church property in 1914 at a cost of $7000.

According to the best census there are 1256 Anglicans in Lindsay

History of the Lindsay Baptist Church

The first local Baptist church was organised on Saturday February 9th, 1853 when thirteen Baptists resident both in Lindsay and Ops, gathered in a private house for church fellowship. Those said to Ops, gathered in a private house for church fellowship. Those present members were Mr and Mrs Wm Thornhill, Mr and Mrs. present members were Mr and Mrs Wm Thornhill, Mr and Mrs. Thomas Richardson, Mr and Mrs. Davis

was formally opened with a tea meeting on January 1st 1868 During the first sixteen years financial assistance was gratefully given to the church by Mr William Craig of Pond Hope. Generous and unfailing support was also given, each for nearly half a century by Mr George Matthews a native of Manchester who joined the church in June 1867 and was a deacon from May 1873 until his death in 1914.

In 1871 the Rev John Cameron of Charemead became pastor He was followed two years later by an Englishman the Rev Mr Prosser In January 1878 the Ogle church members separated from business and the membership of sixty-three and on August 28 1878 twenty-one members were given letters of dismission and formed themselves into an Ogle church. Various united meetings have been made since that time with regard to pulpit supply but the two churches and communities only have remained separate and distinct. Application of this time was transferred to the Scotch Rock just above the Manchester Cemetery

On March 5 1878 the Rev W K Anderson who followed Mr Prosser preached his first sermon in Lindsay The Rev Mr Anderson continued in his pastorate for nearly fifteen years, and was greatly loved by his people.

In 1884 application was made for the purchase of the brick church and Sunday School on Cambridge Street vacated by the Wesleyan Methodists, terms being arranged for their amalgamation with the Methodists. Temporary occupation had already been conceded to the Rased Army before Captain Mott, but the seal of that brief association was finally severed by a bargain was finally struck between the Baptists and Methodists for a purchase price of $5374 Alterations were made A new Gothic arch was cut through the wall in front of the pulpit and an alcove, in which a baptistry was inserted built in room Two side doors were introduced at either end of the front dwelling-house. By the fall of 1885 only $1400 was still outstanding on the new church and George Matthews, then church clerk, announced at one of the early meetings of the year that if the church would raise the above amount he would give $400 and on December 29 1885 a committee of the property was secured A meeting on Thanksgiving was held that same evening. The leaders at this time were Messrs Matthews, Richardson Silver Mitchell and Sheridan

The Rev Mr Anderson was succeeded in 1893 by the Rev H Ware of Chatham. The latter was found dead in shallow water at Rev Ralph Trellis 1894-5 the Rev L S Hagkens 1895 1900 the Rev G K Welch 1901 1911 the Rev H Bryant 1911 1920 and the Rev P S Leney called in 1921

The last census records 382 Baptists in the town

VI. The Salvation Army in Lindsay

The work of the Salvation Army was begun with a public meeting in the present town hall at eleven o'clock on the morning of

July 24 1882 Lieut. Pyerr and Sergeant Bridgard opened the open ...paign and were reinforced on the following day by Captain Wass. Special meetings were then held for six weeks in Bell's music hall on William Street.

A neared its permanent quarters are soon made ready building site secured on Pool Street idle present location the old pioneer log cabin which stood on the lot was pulled down and removed in April 1883. The citadel for the Army was built during October and November 1884 by T. Williams. A spectacular street parade announcing the ...ening of the new building was headed by Sterling Letters. A big joke on the devil. The bet cost $1100 and the building $2800

The first permanent officers of the Army in Lindsay were Captain Harry Tom Calmer and Lieut. Broadwick James Mowbray. This ...rely parted if their local history are marked by commendative conduct, incessant ...rible to the town and by a ...rasperable persecution on the part of the police. The Army for example, experienced its ...ecrate ...r Street on 1st Nov 1883 by a ...brilliant procession ...ssing and marched up Kent Street at 12 ...d a.m.—beating ...ir tom-toms as are ...ir ...ble ...s per it. The ...ir contingent was protested and rioted the night in the crowd ...chamber. Their ...proofs ...d great excitement and ...ble carry ...rom was re-...rowded that ...ecated ...broke ...t ...ers ...ing ...ranged ...ed ...ir corr ...steve. Captain Calmer ...ere lifted ...to ...bellies and ...his followers were ...bombarded with ...r missiles. Or ...r ...reacher ...le Army band under ...colored with ...r ...ng. Or ...r ...reacher ...le Army band under ...gan tattoo ...on ...instrumental ...ent on the town band ...marching ...round and round ...ir ...latter ...while ...y ...ille band ...concert was in progress and ...challenging the society ...ers with clamor and ...fanfare of ...gunnery. The ...rebellion was put to flight by the ...exercising ...phase of ...ering in the ...eighties, ...o ...r female ...lieutenant, and ...ve to Lindsay ...ns ...ers ...ir ...ished ...and ...ompanied ...rd of the Army ...for refusing to discard ...ir ...bustle ...Still ...another ...young ...woman, Captain ...Bertie ...Smith ...while ...kneeling ...in ...prayer ...in ...front ...of ...a ...Kent ...Street ...tavern ...was ...brutally ...clubbed ...from ...behind ...by ...a ...sadistic ...policeman ...and ...thrown ...fifteen ...days ...in ...the ...county ...gaol ...for ...'loitering ...on ...the ...street.' ...All ...these ...extra ...vagaries ...were ...soon ...very ...strange ...and ...favorable ...for ...persecution ...and ...soared ...the ...Army ...from ...a ...commonplace ...affair ...for ...the ...purposes ...of ...a ...venerable ...lore ...and ...a ...hallowed ...sentimentality ...for ...pathos ...and ...romance. ...The ...endangered ...species ...of ...a ...martyr ...Dissenter ...are ...caught ...up ...with ...zeal ...and ...much ...good ...may ...be ...seen ...done.

In March 1...1 ...under the ...effective ...leadership ...of Captain ...Free ...r ...new ...citadel ...was ...planned ...or the ...site ...of ...the ...old ...earlier ...structure ...which ...did ...not ...afford ...adequate ...room. ...The ...cost ...of ...the ...new ...building ...was ...$15,...800. ...It ...is ...a ...fine ...two-storey ...edifice ...of ...red ...brick, ...built ...on ...standard ...Army ...lines. ...The ...ground ...floor ...is ...a ...Sunday ...School, ...known ...as ...the ...Junior ...Hall, ...and ...the ...remainder ...of ...the ...citadel ...proper ...is ...capable ...of ...seating ...800 ...persons

The last census reported 118 Salvationists in Lindsay and the surrounding townships

VIII. The Cemeteries of Lindsay

The burial customs of Northern Europe from which we have sprung disposed of their dead by burial in the earth, with various religious rites. This ancestral form of burial is still universally followed in Victoria County.

The first Protestant cemetery in Lindsay was on the block bounded by Francis, Sussex, Colborne, and Albert streets where the Alexandria school now stands. About 1840 a new plot was purchased on the hillside in the East Ward at the southwest corner of Durham Street East and the town boundary. This cemetery was ready for interments on October 1st 1841. The grounds were afterwards laid out and on August 24 1870 the Riverside Cemetery Company was incorporated and three open a metre wide of thirteen acres on the east part of the north half of lot 17 in the fifth concession comprised the following:—President, J. S. McLennan; Secretary-Treasurer Adam Hudspeth; Directors, D. Brown, H. Gregory, Joseph Wilson, C. C. Wood & Hignell and J. Hamilton. Notice were translated from the above cemeteries to this new field in the bunk of loaded with pollen coffins three feet high and accompanied by a speculant, tobacco-smoking driver passed over Kent Street on its way to the new place of burial. This cemetery is still in use.

The early Roman Catholic cemeteries were two in number one, near the Murphy school house (school section No. 1) four miles east of Lindsay and he other on King Cornelius Point. In 1854 Father Farrelly blessed a new cemetery on the western boundary of the town opposite the end of Mary Street. This burial ground was abandoned in 1897 during Mgr. Laurent's incumbency when a plot of 30 acres on the west bank of the river south of the town, was purchased for $250 and greatly embellished.

Chapter XV.

Research into Pioneer Survival.

Racial stocks in Canada are relatively unstable. All who have considered the question know that the original pioneer families in some sections of the country have almost completely disappeared. At the time of the Tercentennial celebration at Quebec it was stated that only some 400 French-Canadian farmers could trace back their holdings to grants from the French Crown. Ontario though settled much later makes a similar showing in the township of Kingston. Free transmissibility only one farm remains with the family to which it was patented.

Great credit is due to those rare families. Their unbroken record of labor in a neighborhood makes them the real founders of its prosperity, and their ancestral traditions of necessary gives them a love for their land that makes for national stability

Surviving Pioneer Families in Victoria.

The present writer undertook recently to discover what proportion of the original pioneer stock of Victoria is still to be found in the county. It was decided to locate only of those who originally received the land from the Crown. Permission was obtained to examine the Homestead Books in the vaults of the Crown Lands Department of Toronto and a list of all the Crown grants in the County (some 4000 in all) was laboriously copied out. This list was then checked township by township, and according to lot and concession with a recent directory of the county. The lists, sorted out into alphabetical order were then prepared for each township, one showing the names of the patentees whose descendants still hold the original farms and the other the names of the patentees still represented locally but not on the original farms. As many men received more than one parcel of land only the names of patentees (and not the number of patents) were taken into consideration. All cases of double and multiple grants were eliminated by checking.

The end results of this research work are shown in the table which follows. Column A represents the number of men in each township to whom land was granted. Column B records the number of original patentees whose descendants (through the male line) still hold the original farms. Column C shows the number of patentees whose descendants (through the male line) are still to be found in the township but not on the original farms. Column C is

Top rows of "D" and "C" to the total number of pioneer patentees still represented in the county.

Township	A	B%	C	D	E%	F
Emily	414	93 or 16%	146	28%	268 or 48%	
Ops	514	65 or 13%	89	36%	146 or 41%	
Manvers	417	49 or 9%	87	28%	119 or 28%	
Verulam	248	35 or 10%	61	27%	66 or 27%	
Fenelon	255	15 or 7%	53	15%	71 or 28%	
Mariposa	362	56 or 12%	99	25%	155 or 44%	
Somerville	148	10 or 9%	18	12%	21 or 85%	
Bexley	69	8 or 8%	7	14%	7 or 100%	
Lutman	163	20 or 11%	8	4%	24 or 24%	
Carden	204	41 or 20%	43	20%	85 or 47%	
Dalton	50	8 or 15%	8	15%	17 or 34%	
Eldon	157	24 or 20%	1	1%	44 or 57%	
Totals	2833	356 or 12%	619	22%	981 or 35%	

Remarks on the Statistics.

Investigation does show that over one-third of the patentee pioneers of Victoria are still represented in the county by their descendants through their female descendants' intermarriages with other families still found locally.

Also the proportion of pioneers surviving to over one-half. Further, the fidelity of pioneers to their land purchases is quite low, a check still blocks but its preparation is, naturally, highly improbable.

The boxes like a sieve for patentee survival through the main line, as shown above are, however in themselves sufficiently remarkable. A range of 983 patentee families in a single county persisting for the better part of a century is most unusual in Ontario.

Close inspection of the individual township brings out illuminating differences in their records.

Emily was the first municipality thrown open for settlement yet it has the highest number of surviving families. There are 93 such - fully an 18% survival. Ops and 20% of nearly two-half of the original total, still in the township. The solid backing of this survival is the band of 142 families of Irish Roman Catholics who came in with the Robinson Immigration of 1825 and settled in the northern concessions of Emily. Most of these families still persist. It might also be noted that Humphrey Finley, the first settler in Emily and therefore in the whole county is still represented as Lot 18 Concession 1 the original holding

The original settlers of Ops were largely of the same Roman Catholic Irish stock (though only partially of the same municipalities) and have shown the same phenomenal stability

In Emily the patentees were chiefly Scotch and chiefly from Argyleshire The degree of persistence here exceeds that in Ops and almost equals that in Manvers practically every remaining patentee family is Scotch.

Mariposa Fenelon and Verulam as it takes up placement by Mac Nab such Irish Protestants. The record in these townships has been somewhat spoiled by land speculators but even as it seems as if their pioneer stock had lacked the coherence of the more homogeneous settlements in North Emily Ops and Eldon

Bexley and Somerville were opened up much later than the six southern townships and the rest of North Victoria much later still Some patents in North Victoria were issued in the present century Conversely with South Victorian townships is therefore very unequal If much a compar son be undertaken, it will show into even holdings relied the remarkable stability of South Victoria as a part of the same be ony the essential non-agricultural character of the northern townships. In Bexley the first southern area to be opened and one farm remains with its original owners in the other townships the proportion ranges from one-eleventh to one fifth No figures are given for Longford as that township was not patented to settlers.

Persisting Pioneer Families in Emily

There are follow ings in each township of the actual pioneer patentees who are (1) householders on the original farms and (2) represented otherwise in the same township in the census list the farms are indicated The concessions are shown in Roman numerals and the lots in Arabic numerals.

The farms of the following 82 Emily pioneers were granted to them by the Crown and still remain in the same family:—Moses Begley X 11 Noah Beely X 10 Noah Beely, Jr. X 13 James Bettle V 22 William Boole V 21 John Callaghan XIII 8 Patrick Callaghan, Sr. XIV 7 John Carroll, VII 16 Timothy Carroll VII 14 Martin Carroll VII 7 John Carroll, VII 15 Timothy Corrigan XI 14 Bartholomew Downey IX 6 Thomas Fee V 12 William Fee V 12 Humphrey Flinlay I 16 Dennis Fitzpatrick VIII 12 James Flaherty IX 5 Thomas Flaherty IX 22 Daniel Flynn IX 18 Michael Flynn IX 21 William Ford II 8 George Franks, VI 24 Martin Harrington XI 8 Timothy Hanrick XI 8 Patrick Hartbey Sr. XII 14 Patrick Hartbey Jr. XII 14 Patrick Hickey X 17 Michael Hoult XII 7 Henry Jackson II 16 Darby Kennedy XIII 5 and XIV 5 Wm Kennedy XIV 5 Wm Laidley IV 2 James Madigan, XII 18 Michael Madigan XII 18 John Malley, VIII 8 Peter Malley VIII 8 John Mitchell IV 13 Timothy Morrisey X 17 Patrick Murtak XIII 5 John Mitchell Morrisey IX 14 Michael McAuliffe IX 20 John McCor-

rell, III 15, John McFadden, XII 17- William Medaley, XII 1, Samuel McGee, II 10, Arthur Mundell 9, Thomas O'Donnell, VI 23, John O'Leary, IX 6, Richard Padget, XIII 5, Archibald Pigott, XI 3, David Pigott, XI 5, Edmond Pigott, X 4, John Scully, VII 8 and IX 2, Charles Shaw IV 4, Henry Sheerin, III 12, John Smith, XIII 6, Dennis Sullivan, VII 20, John Sullivan, XII 21, Tobias Sutcliffe, V 19, John Teale, II 4, David Wise, VII 2, Robert Wise, VIII 1.

The family names of the following 146 original patentees are still to be found in Emily but not on the original farms:—Edward Bailey, David Calder, James Bulger, William Barrett, James Bass, Ingham, Jeremiah Callaghan, Samuel Carew, Thomas Carew, Edmond Callaghan, Charles Chambers, Patrick Clancy, John Clark, John Collins, Patrick Connell, Samuel Connell, George Connell, John Connell, Daniel Connell, Davidson, Daniel Donoghue, Denis Donoghue, Marcus Donoghue, John Deegan, Francis Duffy, Thomas Shiletts, Richard Eagle, Thomas Elliott, Hanly, Fox, Samuel Ferguson, Daniel Fitzpatrick, Patrick Fitzpatrick, John Flynn, Terence Flynn, Michael Flaherty, Patrick Flaherty, John Gorman, Hugh Graham, Alexander Grove, Thomas Henderson, David Galley, Sarah Hamilton, Abraham Henderson, David Hamilton, Henderson, William Henderson, Henry Henderson, Joseph Wm Hamilton, Wm Hamilton, Anthony Hunter, Thomas Houlihan, Wm Hamilton, John Jackson, Michael Jackson, Robert Jackson, Andrew Jamieson, Samuel Jamieson, Henry Jones, Hugh Jones, Humphrey Jones, Adam Jones, James Jones, John Jones, Robert Jones, James Laidley, James Lamb, William Lang, John Letchford, Michael Lewis, Richard Lowes, Geo Miller, John Miller, Wm Miller, Joseph Mills, Mitchell, John Mahon, George Mitchell, James Mitchell, Jeremiah O'Neil, Henry Moran, John Moore, James Moore, Thomas Moore, David Malcahey, Michael Malcahey, Wm Malcahey, James Murray, Peter Martin, Martin, Malcahey, Edward McCall, Isaiel, McCall, James McCall, James McDonald, Robert McCann, Wm McCannall, Anthony McDonald, Wm McMullen, Dennis O'Connor, John O'Neil, Francis Padgel, Wm Porter, John Pogue, Ellen Patrick, Wm Piggott, Michael Powers, John Rehill, Mark Robinson, Samuel Redmond, Derby Rowan, Thomas Rowan, Robert Shorts, Edward Sullivan, Michael Sullivan, Adam Thornton, Sarah Thornton, John Thornton, Wm Thornton, John Webster, Wm Webster, John Twomey, Maurice Twomey, Millett, Willis, Richard White, Wm White, Samuel Wm Wilson, George Wise, Henry Wise, Simeon Wright.

Surviving Pioneer Families in Ops.

Descendants of the following 56 pioneer patentees in Ops still

held the original farms today:—Robert Hayhoe, XI 5; Francis Brady, V 6; William Brady, V 6, Owen Carlin, VI 9; Arthur Collins, IX 15; John Connell, III 7; Wm. Corley, IV 30; Charles Cornell, XI 9; Andrew Costello, I 25; John Cuddihee, I 10; Patrick Cunningham, VIII, 16; John Boyell VIII 4 and 5; George Downey, VIII 6; Timothy Finnegan, II 19; James Graham II 24; Wm. Graham, I 24; Peter Grennan, VI 9; Abraham Hartley IX 14; Samuel Hazelton, IV 21; Thomas Hawkins, VII 3; Joseph Hickson, IX 9; John Hickson Jr. IX 9; John Hickson Sr., IX 9; Timothy Hogan, IX 11; Samuel Jackson, VI 8; Patrick Leahy, III 24; Thomas Lee, VI 5; John Lewis, VII 20; Isaac Moyses, II 32; John Murphy, V 21; Michael Murphy V 31; Roger Mullings, V 14; Patrick McCarthy, III 3, Michael McCabe, VII 1; David McCubrey, VI 14; Wm. McGinnis, XI 31, Alex. McNeil, III 26; Elizabeth Pastie, X, 1; James Payne, XI 1; William Pogue, I 16, John Rae, XI 19; Thomas Rae, XI 19; Thomas Rea, X 9; William Rea Sr., X 8, Joseph Reynolds, VII 5; Robert Reynolds, VII 5; Wm. Reynolds, VII 1; Thomas Robertson, V 1; Edward Shaw, III 1; Richard Shaw IX 5; John Shaw, V 3; Mary Shaw, V 8; Howard Talby, V 16; Peter Talby, V 9 and 13; John Walker, VII 15; Nehemiah White, X 26.

The following 38 patentees families are represented but not on the old farms:—Thomas Bell, Philip Bennett, Wm. Best, James Bigelow, Titus Blackwell, Wm. Blackwell, Michael Brady, Patrick Brady, Garrett Brock, Samuel Brown, Charles Burke, Elisabeth Burke, Patrick Burke, Robert Clarke, Catherine Collins, Timothy Collins, Richard Conner, David Cornell, James Coulahe, James Cunningham, John Cunningham, Josses Curtin, John Mills Fillip, Barrydy, Daniel Finnegan, Patrick Finnegan, James Fisher, Philip Fitzpatrick, Robert Finnegan, John Graham, Andrew Ha-l, James Hall, Cornelius Hogan, James Horan, John Hogan, Patrick Hogan, Martin Hogan, Richard Hogan, Alex. Hunter, Francis Hutton, James Kilman, George Jackson, John Kennedy, James Kerr, Wm. Jackson, Patrick Lee, William Logie, John Lynch, William Lynch, James Maloney, John Maloney, Thomas Miller, Patrick Murphy, Samuel Murphy, Andrew Magee, Francis McCabe, James McCabe, Patrick McCabe, Bernard McGough, Charles Naylor, John Nevins, John Nugent, Thomas Nugent, Maurice O'Connell, Patrick O'Connell, Samuel O'Connell, John Peel, James Powers, Michael Quillan, David Ray, Thomas Rea, William Rea, James Reid, Wm. Robertson, Thomas Robinson, Jeremiah Scully, James Shea, Thomas Shannon, John Slean, Robert Thomas, Daniel Twohey, Dennis Twohey, James Twohey, John Twohey, Thomas Twohey, James Walker, Ann White, George Wilson, James Wilson.

Patentee Survivors in Mariposa.

The farms of the following 22 Mariposa pioneers are still held by their descendants:—Hugh Cameron, III 6; John Campbell, XIV 19; Kenneth Campbell, XIV 19; Wm. Clark, XV 6; Wm. Copeland,

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XIII 6 Mark Dunlop, VIII 23; Stephen Dundas, VIII 23; Wm. Bethune, VI 22; Robert Edwards, I 14; John Farquharson, 5; Archibald Storey, V 17; Samuel Kirkland, X 19; Daniel Lee, XI 13; Malcolm McArthur, XV 16; Andrew McIlroy, XIII 15; Donald McKinnon, II 3; Norman McLeod, XV 9; William McLeod, XV 17; Andrew McPherson XI 9, Thomas Smith, I 9; Charles Truax, VII 2; Wm Wright, XII 8.

Descendants of the following 37 patentees are found on farms other than those originally granted by the Crown: Henry Armitage, James Armitage, David Benson, John Black, Abraham Bowes, Hallis Bowes, John Broad, George Brown, Peter Brown, Samuel Campbell, Donald Campbell, Hugh Carmichael, Donald Carmichael, Aaron Choate, Jacob Choate, Nathan Choate, Thomas Choate, Ira Clarke, Paul Cole, Archibald Currie, Thomas Clarke, Samuel Davidson, John Davidson, Seymour Dean, Theodore Dean, David Douglas, Henry Dunn, James Dunnerson, Asa Ferguson, Malcolm Ferguson, Martin Ferguson, Neil Ferguson, Robert Foster Wm Galloway, Robert Geary, Edward Graham, Elizabeth Grant, Peter Grant, Robert Grant, Peter Heath, John Hall, Matthew Hancock, Robert Harris, Robert Irwin, Thomas Jones, Hollands Johnston, Thomas Johnston, Amos Lake, Francis Lake, Richard Mark, Samuel McInerney, Bartholomew Mitchell, Christopher Mitchell, Jr. Mitchell, Donald McDonald, Jane McDonald, James McKinney Matthias McKay, John McKinnon, Neil McKinnon, Angus McLean, John McLean, Norman McLeod, John McKague, Isaac McTaggart, Duncan McTaggart, Robt. McNab, Aaron Nichols, James Nicholls, Nathan Nicholls, Robert Nesbitt Austin Nobbs Wm Pal Joseph Rogers Jones Pogue Wm Richardson, Asa Rogers, Sweden, John Spark Lewis Styles Joseph Terry John Thompson James Talmie David Tripp, George Wallis, Samuel Webster, Wm. Wallace, Hannah Williams Edward Wilson Lorenzo Wilson John Wills, Isaac Ferry.

Patentee Survivors in Vacuum.

The following 22 Vacuum patentees are still represented on their original farms.—Wm Brandon II 29; Wm Brown VIII 2; John Burridge IX 2; Jas Duggan I 25; William Elliott, VI 18; Wm Flatt 17 32 Thomas Forest, VIII 2; William Foster IX 11; Matthew Ingram VIII 30 and 31; John Junkin III 13; Wm. Kennedy II 2 Richard Middleton VIII 5; Robert Mchell V 1; Peter Murdock VI 3; John McDonald, V 3; James McFeeters, VIII 1; James Prescott, section V 16 and 17; Irwin Simpson IX 3; Thomas Steele, VIII 1 2; Henry Thurston II 7; Henry Thurston II 8; Jesse Thurston IV 2.

Descendants of the following 17 patentees are still in the township but not on the original farms —David Ball Thomas Beatty

Alexander Hall, Henry Brandon, John Brandon James Brandon, Mary Coulter, John Crowe, Edward Devitt, Patrick Devitt, John Devitt, Thos. Devitt, Wm Devitt Andrew Finlay, Robert Graham, Patrick Mackenzie, Daniel Hanley, Turner Hunter John Hunter, James Jenkins, Lancelot Jenkins, Edward Kelly James Kennedy David Lamb John Lamb, David Long, Wm Long James Mitchell, Murdoch, James Murdoch, Hugh McCallum James McCallum, Peter Macdonald, Robert Parker Edward Prescott, Andrew Robertson, John Sproule, John Taylor Christopher Thompson, George Thompson, Peter Thompson.

Fenelon Township Patentee Survivals.

The following 18 Fenelon patents are still in the original hands.—James Bain, W 5; Dougald Brown, IV 23; Amos Clifton (9 and 2, John Clark, V 18; Wm Hall III 8; John May, X 3; Charles Cox, X 4; John Irwin, XI 3 Joseph Lichton IX 19; Angus McFadyen, III 15, Randel McFadyen, III 15, Donald McKenzie, VI 1 Archibald McQueen, V 21, Robt. McQueen IV 30; Miles Palmer VI 24, Thomas Smithson, III 19 and 20, Robt. Tompkins, III 1; David Scott Willcock, VII 15

The following 55 patentees are represented on farms other than their own original holdings:—Alexander Boggs, James Brien, Thomas Brien, Francis Howard Donald Campbell Andrew Campbell, John Chandler Benjamin Clark, John Douglas, William Ellery, John Daniel, William Hill Ralph Faulkner Samuel Faulkner, Duncan Fleming, Thomas Graham, Wm Graham, Andrew Hall, Edward Hamilton Andrew Hamilton, Thomas Hay, James Hay, George Irwin James Irwin Robert Irwin, Wm Kennedy Martin Lee, Wm Marsh John Medlet, Isaac Merrine, Thomas Morrow John Mcarthur John McCarrell, Colin McFadyen Mary McKay Isabella McKenzie Donald McKinnon Alexander McIntosh Hiram Nelson, Thomas Oakley Benjamin Perkins Henry Powell, Samuel Powell Margaret Powell Thomas Nes, Dugald Sinclair Richard Smallman, William Smithson Thomas Tomkins Robert Thompson James Wallace Robert Wilson Joseph Wormley George Wright.

Hilton Township Patentee Survivals.

The following 58 Hilton patentees' families still persist on the original farms:—Mary Black XI 17 Hall Brown IX 19 Alex Cameron, VI 25 Alex Campbell II 19 Archibald Campbell, II 18 Duncan Campbell V 20 Neil Campbell II 9 John Ferguson XI 18 John Fraser VII 32 Charles Fry S½ E½ 5 John Gillespie VII 14 Thomas Graves X 20 Austin Logan X 20 Thomas Lyons V 8 Moses Millchell N½ E½ 4 Roger Marsh X 13 John Morrison VI 28 James McAlpine II 6 Duncan Mcarthur V 9 John Mcarthur VIII 7 Peter Mcarthur VII 7 Daniel McCorm dale 1 3 Allen McEachren III 13 Archibald McMasters II 22 Donald McEachern V 16 Dugald

McEachern, IV 10; Duncan McEachern, III 16; Hugh McEachern, IV 7; Lachlin McEachern, X 23; Malcolm McEachern, II 11 and 18; Neil McEachern, II 12; Neil McEachern, VI 5; Neil McEachern, VII 5; Neil McEachern, VIII 34; Ranald Donald, II 29; John McDonald, IV 24; Donald MacFadyen, II 17; Samuel MacFadyen, X 8; Dougald MacIlfatrick, SFR 12; John MacIlfatrick, VI 32; John McInnis, VIII 16; Malcolm MacMillan, VIII 6; Neil Colin McNair, VIII 22; John McRae, SFR 20; John McRae, Jr., SFR 21; John Pearce, XI 21; George Pace, II 26; Duncan Smith, V 5; John Spence, X 6; Wm. Taylor, XI 24; John Traynor, V 14.

These following 99 patentees are represented on farms other than those originally held:—Jos. Ault, Duncan Brown, Frederick Brown, Archd. Cameron, Archibald Cameron, Donald Cameron, Owen Cameron, Alex. Campbell, John Cameron, Lachlin Cameron, Patrick Campbell, Alex. Campbell, Archd. Campbell, James Campbell, Hugh Chilling, Walter Craigie, Wm. Dingwall, William Campbell, John Alex. Ferguson, Jared Ferguson, Donald Fraser, Thomas Fraser, Hector Fraser, John Fry, Donald Gilchrist, James Gilchrist, Peter Gilchrist, Donald Grant, Peter Grant, Donald Gillespie, John Gillies, Jr., in Gloucester Dougald Mathieson Wm. Mitchell, Alex. Munro, Duncan Munro, Thomas Munro, John Murray, Neil Murray, Alex. McAlpine, Donald McArthur, Margaret McCorquodale, Angus McDonald, Angus McDonald, Donald McDonald, Archd. McDougall, Neil McDougall, Ronald McDonald, Thomas McDonald, John McDonald, John McEachern, Kenneth McEwan, Peter McEwan, Archibald McEwan, John McFadyen, John McIntyre, Allen McInnis, Ronald McIntyre, Alex. McIntyre, Angus McIntyre, Archibald McKay, John McKay, Alex. McLellan, Hector McLean, Archibald McPhail, Andrew McPhail, Lachlin McQuarrie, Donald McRae, Hugh Duncan McRae, Farquhar McRae, Lachlin McQuarrie, Donald McRae, Jr., John Sutherland, John Thornton, Wm. Walker, Wm. Wallace, Benjamin Wilson, James Wilson, John Wilson, Wm. Wright, Richard Davies.

Patentee Survivals in Somerville.

The following 18 patentees farms in Somerville remain with the original families:—Ralph Byrne, VIII 3; John Coulter II 8; Wm. Cundill SFR 12; George Dales II 24; John Fell, I 13 14; Edward Hook as 1 and II 6; Wm. Mason SFR 10; Donald Murray SFR 13; Thomas Smith I 18; Isaac Watson SFR 5; James White, SFR 5b; Ar-

drew Wilson, XIII 1; William Young, VII 3.

Descendants of the following 19 patentees are in the township but not on the original holdings:—James Blackwell, Benjamin Burkhart, George Cavanagh, Joseph Bates, Christopher Fell, Amos Ferguson, Robert Hill Paton, James Mitchell, Alex. Murray, Thomas Murray, Robert Mc Pherson, James Mitchell, Alex. Murray, Thomas Murray

26; Malcolm Whalen, IV 4; John Wilson, IV 22.

Descendants of the following 42 patentees have changed forms within the township.—Wm. Allen, John Barrett, David Burk, Hugh Beth Chrysler, Thomas Crawford, Asel Cop, Jesse Cox, John Dowdell, John Drury, James Drury, Marty Dugan, David Fish, Michael Finn, Cornelius Foley, Daniel Foley, James Foley, Michael Foley Alex. Graham, Andrew Graham, Hugh Graham, John Holder, Caleb Martin, Anthony Moran, John Murphy, Michael Murphy, Joseph McCracken, Charles McDonald, Hector McDougall, Margaret McDonald, Patrick McGee, Colin McNab, John McNaney, James McNaby, John O'Connor, John O'Donnell, James O'Neill, John O'Neill, Thomas Preston, Perry Teel Franklin Thompson, Andrew Wylie, Thomas Wylie

Highy Township Survivals.

The following 8 patentee farms in Digby remain in the original families.—Daniel Foley, I 34-35; Thos. H. Goodhue, I 36-11; Robert Muir III 27, Kenneth McDonald II 30, James McFadyen, IV 27; Patrick McFadyen, IV 28; Francis Reid, III 33-34, James Setter, IV 36-36.

The following 9 patentee names are still represented but on other farms —John Bailey Alex. McDonald Andrew McDonald Daniel McDonald, John McDonald, Neil McDonald, Edward McFadyen, Richard Peel Robert Tufts.

Survivals in Bolton Township.

The following 26 Dalton patentees' farms are still in the original families.—Christopher Adams, I 17, Thomas Brooks, XIII 25; John Campbell XI 16-17 (John C. . . . 10 on Wm. Cheyne) 12 Wm. Bridge VII 24 Asa Fleming IV 23 John Gilmore II 1, Frederick Kell VIII 24; James Kell, IX 26, Thomas Jaslin IX 29; Charles Morton. VIII 21 Wm McCutcheon XIII 17 21, Alex McFadyen III 10 Robert Rose XI 9 10 Henry Stewart I 7, Joseph Thompson III 16 17, Nancy Turner IV 25 27

The following 20 patentees are represented on farms other than the original holdings.—Wm. Adams Thomas Braden, Samuel Cantick, Alexander Cathcart James Cathcart, Thomas Cooper John Dowell Robert Fleming, Edward Gardiner James Johnson Alex. Montgomery George McLeish John Gaby Henry Powell, John Reid George Shadford James Snider Robert Young William Young Angus Snider

Chapter XVI

Biographies From Past and Present.

Victoria county is as large an ancient Judea and inspite that Alice Rosenbrug of that fact and of the marvellous achievements of the Jews and Athenians should give us a less parochial perspective in which to view the modest record of our own race and locality.

There follows a list of brief pen-sketched biographies representative of the county's history during the last century. There are doubtless flagrant errors of omission and judgment. For the former lack of time is responsible for the latter the author. None of the persons sketched has been approached in any way and the record classed as prose and similar personal characters liable to installations of cash subscription, on which all modern manuals of current biography are based.

The first impression given by the list is that the native-born are few but eminent. Fewer than one-fifth have been born in Victoria county, but most of that minority have been far more distinguished. On the whole, than a party all of those who remained here from place where. In the academic world, we have the records of Edward Kribe Frederick Semple John F McLaughlin and R J McLaughlin Dr Alexander Ferguson and Dr Robert Curtis reached the very topmost rank in surgery Pel Burns and Sir William McKenzie have excelled in the world of finance John Campbell and Sam of Cornell have left their record in scientific biography W A Sherwood was an artist of a the And P J McEvay and Michael Power were Roman Catholic Archbishops Few of the county's forces born citizens because up in these "prime-born

The above record is an occasion to that those native-born have had to leave their home county in order to secure recognition and distinction God of St Federal and provincial cabinet election between 1867 and 1917 for example, only 2 (George McHugh and John Carew) were born in Victoria. The professional industrial and intellectual life of Victoria shows a similar dearth of the county born. The county's best, half-hearted records have been made abroad. Honor at home is traditionally anti-external.

List of Condensed Biographies.

Anderson, John (1820-1892).—Furniture-maker. Born in Lanark Co. of Scottish parents. Married Jane Rankin. Furniture business, first in Oshwoken and after 1858 in Lindsay Reformer

Baker, Charles Leop (1818-1943).—Merchant. Born in Quebec

Barr Charles D. (1848)—Born near Brockville Ont. On stafs of Montreal Gazette and Toronto Globe. 1174 purchased the "Kingsville Record" Registrar of Deeds for Essex county

Barron, John Augustus (1859)—Judge of 5th County court Perth Ont Born Toronto. Son of P. Barron M.A. Principal of Upper Canada College and Eleanor Livingston Married Elizabeth C. C. Durnford of Lindsay Two sons, three daughters Called to the Bar 1873 Practised in Lindsay Elected member for North Victoria in board 1887 ing 1892 Q C in 1885 Appointed to the

Beall, Thomas (1838-1912)—Merchant. Born in Cornwall, England and settled in Whitby Ontario 1854 opened jewelry business in Oakwood 1865 transferred to Lindsay Married Mary Ann Hicks. Ont 900 Provincial in grand-growing ... ...

Broad, Thomas (1828-1903).—Born in England, 1846 married Elizabeth Symons. Three sons from daughters 1860 came to Canada 17 years on Manvers township council. Many years J. P. and an enemy evaded

Broad, John (1830-1891).—Born in England, 1847 settled near Little Britain. To having gained great prominence for 47 years.

Browne, David (1828-1897).—Farm Tyrone Ireland. 1846 spent 40 years in Lindsay. Member of first town council 1857 Collector of Customs, 1873-97

Burns, Pat (1856).—Big Hull lumberjack rancher and meat magnate from near Kinkfield, 1879 went to Manitoba, 1888 founded ranching. Born near Brantford at Calgary 1901 married Eileen Hall of Victoria, B.C. One son Liberal 1911 honored by the Pope by being made Knight Commander of the Order of St. Gregory the Great.

Burrows, Palmer, M.D. (1851-1908).—Born Ottawa. Married Charlotte Meddler One daughter Medical health officer at Lindsay for several years.

Cameron, William, (1826-1900).—Born Argyllshire Scotland. Brought to Canada 1842 to Manvers 1847 municipal appointments almost continuously from 1858 to 1890 Mama at Wadhallin after 1883. Some children Presbyterian Liberal

Campbell, John (1811-1891).—Born in Fairview Farm Manvers. Married daughter of John McKay of Woodville No children. International fame as farmer not only in Canada Breeder 1854 gold medal for having stood first in Ontario. Sent stock breeder on the continent Swept all field stock in Ontario. Sent stock breeder on the continent Swept all exhibitions in U.S.A. and Canada in Responded Liberal Patrons of Industry card sets 1894 Presbyterian elder

Campbell J. B. (1824-1891).—Pioneer surveyor etc Lived chiefly at Fort Perry and Kinmount Unsuccessful liberal appointed solicitor of Port Perry and Kinmount

Carew, John (1802).—Lumberman Born Haily township, son of John Carew and Jane Wilson. 1833 married Margaret Kelly of Red Rock Three sons five daughters. Founded John Carew Lumber Co. Ltd. President Lindsay Central Exhibition. Member for North Victoria in Ont. Legislature 1875-1881

Chrysler, John (1830-1911).—Farmer Born Pennsylvania 1858 settled in Cavan 1841 married Elizabeth Jane Pierce of Cavan. Four sons two daughters. 28 years as township council Methodist

Connolly, John (1827-1902).—Gen farmer Born near Ballitore near all Nicholas Connolly J Tipperary Many years reeve of Ops. Unsuccessful Liberal candidate for Dominion elections. Seven Ops. Nine daughters Evans. Catholic

Cooper, Joseph (1826-1910).—Printer and journalist. Born in Killala county Mayo Ireland 1847 crossed to U. S. A. 1848 founded the Opposum Warder 1851 transferred it to Lindsay as the Victoria Warder Sold to Samuel Flood 1877 Later in 1889 founded Lindsay Warder Sold to Samuel Flood 1877 Later in 1889 founded Lindsay Watchman, which he sold to George Ellis. 1892, married Jane Baird. One son, two daughters

Cornell, Samuel (1830-1894).—Insurance agent and scientific

an-artist Born in Ops Twp'd school in Bakgdad' Commnge and Mil- broch 1858 settled in Lindsay Conservative Methodist. Member Board of Education President Ontario Beekeepers Association Bi- liings shed in agriculture research Imperial contributions to the tech ack among the bees in the garden

Cornwall vincent (1842 1918).—Physician. Born in Trinidad Forty years a doctor in Cornwall Warden of Victoria County

Crandell George (1804)—Farmer at Crandell's Corners wnw Lake Perry son of Reuben Crandell. Life long connection with local ns town council of 13 years Pleasant and 25 barges Fne 21 years Police Twice married six children.

Crewes, John (1857 1897)—Farmer Born Ohio 1857 came to Manitoba, Married Ellen Doyle of Hickerling Twp'p. 1885 Died near

Carlisle, John (1866-1911)—Jury Manufacturer Ireland 1877 came to Canada. Resided near Islay for 41 years Reformer Presby- terian Township councillor school trustee, taskmaster Three sons five daughters

Curtis, Robert (1871 1918).—Surgeon. Son of Rev James Curtis of Oshawa. Educated Lindsay Collegiate and Toronto University Patterson, NJ First meeting of the Surgical Society of New Jersey Fellow and governor of American College of Surgeons One of the most eminent surgeons of New Jersey Head of most newage enter- prise in his state

Daly, Herbert (1868).—Son of late F J Daly of Lindsay In 1911 Vice-Pres, National Cash Register Co and general manager in Toronto Director of the Home Bank, Preshent, F E Daly Co. Otta- wa, (big departmental store) President, United Brass and Lead Co. Vice-Pres. J H Gilson Co. Montreal First Chairman, Dominion Labor Appeal Board. Director of Repatriation and Employment.

Davidson, Edward (1795-1867).—Army officer and Pioneer Bow Armagh Ireland Served in Nova Scotia Fencibles In War of 1812 loter in H M 14th Foot 1838 retired and settled in Victoria Twp. Built first school in local mill a building Married Elizabeth Brownbridge Twelve children.

Dean, William Warren (1830-1905).—John Dean London Out 8th son of Rev Horace Dean Member Wesleyan Methodist minister 1858 called to the bar Deputy Minister of Justice for Ontario under Hon Edward Blake. 1874 appointed Judge of the County Court of Victoria Married eldest daughter of Albert Durant of the Neills. Two sons, two daughters

Dennet, William (1836-1919).—Born Rumney Ont. 1836 oper- ed store in Fenelon Falls. Student of ornithology, whose articles, first published in the Can. Illustrated News and later promulgated by the Manufacturers Association played important part in shaping the "National Policy" of the Conservative party Married Jessie Graham

rl Smith in Dover children. 1846 moved to Rochester

Boyell, John (1825-1911).—Our biology for of John Boyell, rl Great Ireland Morrisof Leslie sister. Six sons two daughters Methodist. Conservative

Dobson, Hon John (1842-1907).—Born Fermanagh Ireland, 1851 settled in Lindsay Grocer and House merchant. 1878 mayor of Lindsay An Irishman Conservative 1882 reporter to Dominion Parliament Angelina. Married Catherine Graham, rl Great Ireland

Dorrance George (1858-1925).—Born Kingston. Son of Dr. John Dorrance an eminent Physician and from Lancaster University of Three years in Theology then Brush to new Two years in partnership with Sir John A Macdonald. Engineer Opened practice in Lindsay 1881 as partner of A. Lasher their firm 1885 retire 1886 married Sarah Birnie of Port Hope. Five children 1891-93 mayor Lindsay 1892-94 Conservative M.P. for North Victoria. Address Canadian Club of Montreal. Died

Douglas George (1835-1918).—Postmaster Born Peterborough, 1864 resigning to Brantford where his father had been made partner. 1867 to his father's death in 1869 he succeeded Him first as assistant to his mother and later in full charge A.D. For many years Postmaster of 40 years. Liberal. Presbyterian rl in the family after 77 years.

Duffus, William (1835-1903).—Architect Born in Glenshaw tp. of South parents. 1857 came to Lindsay A carpenter who qualified as Architect by apprenticeship study St Joseph's Convent, St. Andrew's Church St. Mary's Church and the Collegiate Institute are his buildings. Church St. Mary's Roman Catholic Liberal town councillor Reformer High children

Dunlop, John H. (1825-1896).—Merchant. Born Wrangle Township 1847 came to Canada 1848 married Miss Jones of Rochester Six sons. Early business 1856 he established interest in Woollen and Saddler Mill. By 1861 he represented South Victoria in House of Commons. First Toronto Bridge and Later Vice-President Central Ontario Co.

Dunsford Hartley (1814-1899).—Born in England son of Rev. Dunsford Hartley (1814-1899). Barrister registrar rl United J H Dunsford 1837 came to Canada. Barrister registrar rl United Counties of Peterborough and Victoria 1841 became first registrar of Victoria county Anglican. Four sons, five daughters

Beresford, James W. (1814-1888).—Member of S D B Long reave of Victoria Liberal. 1861 M.P. member for Victoria county in the rl Parliament of the united Canadas For many years active organizer in tn of Lindsay

Fairbairn, Charles M (1837-1911).—Farmer Born near Lakefield. Early moved to Verulam 1872 Warden of Victoria county 1880-84. Early moved to Verulam 1872 Warden of Victoria county 1880-84. Early moved to South Victoria. Three sons four daughters

Ferguson, Alexander (1858-1911).—Farmer Born in Bexley tp. 1885 married Sarah Jane Thomson of Manvers. Two sons Practised Dentistry Winnipeg and Chicago. Founded Mr. John Medical College Professor of Clinical Surgery Illinois State Universities Presi-

dent, Chicago Medical Society, Surgeon-in-Chief, Chicago Surgical Hospital. Proscribed by American Journal of Surgery as "the cleanest and clearest surgeon in the western continent." Decked many battlefields known by his name. Awarded Commendatorship of the Order of Christ of Portugal, the highest honor that that country could bestow on anyone outside of royalty.

Fidler, Joshua (1838-1907)—Physician. Born Sussex, England. 1846, settled in Lindsay. 1849, married Laura Jollet of Cobourg. Leader of Education

Flavelle, John B. (1869)—Born near Fenelon Falls, son of John Flavelle and Dorothea Duncan. 1872 married Elizabeth Cooper of Lindsay. Came to Lindsay 1874, settled in Lindsay and entered into partnership with father in cooperage business. Cry soon from 1884 became manager of milling interests of the firm. Firm's reputation in new business soon superlative until in saving 1911, President Canada Cereal Co., & Dg. milling interest 1912-21. Chairman of Board of License Commissioners for Ontario. Chairman Board of Governors, Toronto General Hospital. Chairman, Military Waterworks Commission

Flavelle, William M. (1854)—Brother of J. B. F. Settled early in Lindsay 1866 married Mary Helen Aird. Four sons, two daughters. Flavelle, Lyle & Co. cold storage business in Canada. President, Flavelle, Lyle (cold storage and creamery). President, Dominion Linen Mfg. Co., Toronto, 1906-1911. Vice Pres. Victoria Loan and Savings Co. President, Lindsay Consumer Co. Methodist. Conservative

Fox, Samuel J. (1854-1911)—Born near Bowmanville, Ont. of English and Scotch descent. 1877 moved to Ops. Worked at printing and in his father's brickyards south of Ops. Where he ultimately operated several 1877 Joined ed Kinmount Free 1878-1911 M. P. P. (Conservative) in South Victoria

Graham, Alex. C. (1866-1919)—Born near Bowmanville, Ont 1114 brought to Ops. Married Annie Stevenson of Beech Lake. Ops son two daughters Taught school for 21 years, chiefly in Francis county Real for 29 years. Also a Notice Magistrate and Secretary of North Victoria Agricultural Society Presbyterian

Graham, Henry (1862-1907)—Merchant. Born Quebec Lived in Bobcaygeon Fenelon Falls and (Principally) Kinmount. Married Jill Graham Taylor of Bobcaygeon. His children financial store at Kinmount. Commissioner and Justice of the Peace for over 25 years. Liberal. Presbyterian. Retired

Graham, John. (1807-1890)—Born Westport, Mayo, Ireland 1826 settled in Ops. Hired on Lot 15 Con 1. Broke on Lot 11 Con. 11. Colonial in the militia. Methodist, and one of the first board of trustees of Lindsay church

Grieson, James (1818-1907)—Methodist minister. Born in North of England. Pastor was Lindsay Methodist church 1867 1867-69 Fenelon East Ward Methodist Church 1872

Gregory, Edmund (1836-1894)—Born in South of England 1851

settled in Millbrook, Ont 1847, came to Lindsay with John Knowlson and founded drug store, Medicine, Liberal. Five sons, one daughter

Hale, George (1848-1916).—Journalist. Born in Cavanagh 1870, together with his brother W M Hale founded the Orillia Packet. Presbyterian, Anglican, Conservative. 1874, married Marion Gow Two sons, two daughters

Harrison, J C (1843-1941).—Schoolmaster. B. A. and honor graduate Toronto University Principal of Lindsay Collegiate Institute 1878-1908 A noble and lovable character and an inspiration to his whole student constituency Secretary of Lindsay Curling Club for many years

Hood, John (1843-1905).—Born Ekermarket, Kng. Miller of Lindsay Presbyterian Church, Secretary of Trust Society and of Central say Presbyterian Church, Secretary of Trust Society and of Central say Presbyterian Church, Secretary of Trust Society and of Central say

major and J P there for many years. Several times mayor of Somerville.

Ingle, George (1867-1948).—Builder and lumber merchant. Born at Port Hope 1842 settled in Lindsay Planing mill, 1872 1st d Married Miss Mc Cowan, of Millbrook Myrae of Lindsay 1879 49

Jordan, William (1824-1899) — Born Cavan Ireland 1834 brought to Canada and settled on shores of Sturgeon Lake Member of first councils of Fenelon Ip and of Fenelon Falls

Jenkin, John (1809-1894).—Born at Rest Ireland At 14 married a wife of same age, and sailed for Canada the following year with wife and baby girl Settled in Verulam Seven boys, five girls Liberal Methodist.

Kalas, Thomas (1858-1901) —Civil engineer Surveyed line of Victoria Railway in partnership with Hogg laid out first complete map of Victoria Coal y West in eighties and became Surveyor-General of British Columbia

Keenan, Thomas (1818-1881).—Merchant. Born Tyrone Ireland Came to Lindsay about 1840 and opened general store. After had-d-wner One of Lindsay's first magistrates. An uncompromising abolitionist Liberal. Roman Catholic Twice married Father of 11 children

Kemp, George (1822-1886).—Born Cromarty Scotland to build home at Keene, Follow Hu Kingston and Newcastle. 1873 settled in Lindsay General store business selling grain buying 1847 M.P. (Liberal) for South Victoria Sat for 8 years but refused renomination

Kennedy John (1805-1888).—Born Tidgarrity 1847 opened store in Lindsay For 34 years treasurer of Ops. Five sons, two daughters.

Kennedy William (1838-1901).—Son Sharpwick Cavan Ireland Came to Canada as a boy and spent most of his life in Peterborough In government service for mill, a cooper and superintendent of Public Works for Ontario for 17 years Anglican Two sons three daughters

Kirkconnell, Thomas Allison (1801).—Boucherville. Born Prescott county, Ont. of Scotch Canadian parentage. 1898 B.A. degree from Queen's University In Manitoba, Nova Scotia 1973 1 8 4d. taught at Fort Gillin Yankleek Hill, Madoc, and Port Hope. 1904 principal Port Hope High School, Since 1908 principal Lindsay Collegiate Institute 1904 05 member Advisory Council of Education Ont. 1910 married Serida Watson of Port Hope Four sons, Walter Watson John and Norbert and one daughter Helen

Kirkconnell, Walter (1895-1918).—Elder son of T. & S. Ins Bulle O.M.F. Member of First Canadian Contingent Arrived 1914 Killed in trench battle of Ancre, August 4 1918

Knight, James Henry (1881-1919) —Teacher and Inspector

Born at Carisbrooke Isle of Wight, England and Hillbrook 1871. Joined Public School Inspector for East Victoria. Held agricultural certificate 15 years. Treasurer of Victoria Public Schools' Head of C. of E. Temperance Society. Provincial Children's Aid Society. Anglican Organist and Choister and Lay-reader. Four of his hymns in the Anglican Hymnal. Married Margaret Jane Noble of Sutherland. Two sons, one daughter.

Bowsher, Christopher (1861-1950).—Pioneer. An young man settled in Cumberland. Conservative. Anglican. Lieut-colonel in militia. Held many municipal appointments.

Lawrence, John (1860-1941).—Merchant. Born in Yorkshire England 1847 settled in Cowan in. Cod Harbor married 1880 appointed first postmaster at Cowan and held position till 1895 when he moved to Chelsey 1899 a leader in temperance worker 1902 retired from mercantile with rank of major 1895 was one of founders of the Lumber Land Co which placed the Farmers Canal in operation. Opened drug store in partnership with Edmund Gregory Bros which drew and went into the selling business Chiefly instrumental in organizing 3rd Horticultural society. Sunday Developed interest in culture at Sturgeon Point

Kylie, Edward J. (1861-1915).—Scholar, professor, imperialist, published author. Born in Lindsay son of Richard Kylie. Educated Lindsay Separate School, Lindsay Collegiate Institute, Toronto University and Oxford University. Graduated from the latter in C. I. served literal class honors in Classics and English and History and Mary Macleod prize in Classics on graduation from Toronto University won the gold medals in Classics and in General Proficiency and the Flavelle Travelling Scholarship of $750 per year for two years at Oxford. After a very distinguished course he called College Oxford returned to Canada as lecturer and later Associate Professor of Modern History at Toronto University. Prominent imperialist, and Canadian secretary of the Round Table group interested in new planning and associated with the Toronto Nursing Company. Author of Life and Letters of Newman and a contributor to Church and Empire. Married Ada and His Provinces. During the Great War became Captain and Adjutant 147th Battalion C.E.F. Died of typhoid and pneumonia, 1915. Roman Catholic.

Laidlaw George (1828-1899).—Born in Highlands of Scotland. Went to sea and landed first in Canada via Nova-Scotia to Toronto. Leading promoter of Toronto, Grey and Bruce Credit Valley Victoria, and other railways thus tending to locate the trade of the province in Toronto 1871 bought a ranch in Rainy on Balsam Lake, to which he retired in 1881. Four sons three daughters. At his death the Toronto press referred to him thus: "One of the strongest characters of his day. One of the most making men in the commercial growth of Canada. No man of his generation did as much for the material progress of Toronto as he. He came out of his railway enterprises a poor man."

Langton John (1808-1864).—Born in Lincolnshire England. B. A.

at Cambridge University 1882, settled in Penetang, Ont. M. P. First for the United Counties and later for Peterborough 1886-1896. Minister-General of Canada. 1896, laid corner-stone of present University of Toronto building. At Confederation, organized a system of parish accounts for the Dominion. 1878 as permanent.

Leonard, James W. (1850-1919).—Born Epsom, Can. 1873-77 Lindsay. 1878-80 asst. sales manager of Victoria Ry. Later with C. P. R. 1903-09, Asst. Gen. Manager Eastern Lines. 1909-11, General Manager Eastern Lines. 1911-19, Assistant Vice-President, C. P. R.

Kennedy-Bagnall, William (1858-1919).—Born Uxbridge, Ont. Many years farmer in Mariposa. Member Lindsay town council for 37 years. At Lindsay 15 years. Member Ontario House, three parliaments.

Lynch, William V. (1866-1897).—Born Cobourg, Ont. Married Agnes McGarry of Sarnia. One son. Educated St. Neal's College and Trinity College 1889. Began practice of law in Lindsay. Medical Health officer. Organized local branch C.M.B.A.

Lytle, Norbert John (1865-).—Born Mariposa, 1878, self-taught knowledge of Latin and French. Clerk of the Surrogate Court for Peterborough. Pres. Ranger Lumber Co. Clerk and treasurer of Peterborough Auditor of Lindsay. His public services as member of municipal councils.

Magrood, John (1848-1901).—Born Caton Up. 1866 settled in Elton in business at Victoria Road 1868 managing director Victoria Road and Manvers Co. Lindsay Junction of the Peace Methodist Conservative. Married Mary Staples of Elton. Four children.

Mallett, John (1830-1917).—Born Kingston Ont. 1846 first studied apprentice of Kingston Commercial Advertiser. 1848 to Lindsay and established foundry. Sold out 1866 to John McCrae company at Fenelon Falls 1880 became customer in C. P. R. 1886. His connection Mallett Bros. Ry supplies which ultimately built up

Mackrell, Thomas (1838-1906).—Born Caton Up. 1846 began dung business in Cavanga. 1850 married Letitia Jane Hughes. Two sons, two daugh ers. Treasurer of Emily 1856-1866 elected by acclamation. 1874 appointed county clerk and treasurer of Victoria

Matthews, George (1854-1944).—Born Bloomingham, Eng 1864 came to Canada and farmed in Peterborough county 1868 married Ann Smallbon Six sons, four daugh ers 1880 settled in Lindsay. Started shop a time he founded a coal packing business, later The George Matthews Co Ltd with headquarters at Peterboro and plants at Hull, Peterboro and Brantford Took great interest in municipal affairs.

Matthews, George Sands (1867).—Son of H. M. Born in Lindsay 1888 married Frances Ratcliff Three sons one daughter Dressing of

Matthews-Blaiklock Ltd. Vice-Pres. Brantford Roofing Co Treasurer Niagara Silk Co. Vice-Pres. Brantford Industrial Realty Co. 1911 President Brantford Board of Trade. Baptist. Conservative.

Maunder Joseph (1842-1916).—Born Darlington ; to Brought to Canada, England at Lindsay ; to Manilla, Emigrated to Canada carriage factory at Lindsay ; to Manilla, Eng. 1871 Established in lumber business and Gore mills at Lindsay Two sons Methodist.

Middleton, T. S. (1857-1909).—Born Fermanagh. 1868 brought to Canada. Taught school Grocery and greenhouse Lindsay District agent, Mutual Life Assurance Co.

Morrison, John (1849-1878).—Born Greenock Scotland 1849 to Canada. Taught school Grocery and greenhouse Lindsay District settled as merchant ; to Woodville. Postmaster township treasurer reeve of Bidon. 1877 Liberal M P for North Victoria in House ; gotten most of Federated Canada.

McDonnell, William (1814-1900).—Born Cork Ireland 1833 brought to Peterboro. Succeeded as Law School of Parsonstown Settled township in Lindsay in Fenelon, with founded in Lindsay and later a store. 1872 in Lindsay in Fenelon, with founded in Lindsay and later a store. 1872 supervised first Council of Victoria county J P for Ont 1867, in Custom Office Lindsay Lt.-Col in militia. Campaigned both Ulrebellion and Fenian raids for Canal corps. The Fitzherman Druggist put on and Angelo for the Canal corps. The Fitzherman's Druggist put on and Angelo for the Canal corps. The Fitzherman's Druggist put on and Angelo for the Canal corps. The Fitzherman's

Murchey nf county-Mutual surveyor Registrar of deeds, Postmaster nt Lansdowne Mngs. Lands real estate and insurance business.

Mcintyre, Duncan Forbes (1851-1920)—Judge, Supt. Cyrus Rockland. Educated in Mnpleton schools and Toronto Normal. Taught a S.P.S. (Mlitary) for South Victoria 1870 QC 1875 Police Magistrate of Lindsay 1892 Junior Judge of Ontario county

McKenzie, Sir William (1849) —Born Kirkhill, Cape Breton. Married Merry nf Kirkhill. Two sons six daughters. Educated P. S. Inverness and C.P.R. 1880 went west with contractors on C.P.R. doing mechanic work in the Rocky Mts. 1885 joined Donald Mann in founding firm. President Toronto Street Railway. President Winnipeg Railway Co. Railway President Sao Paulo and Rio de Janiero Tramway Light and Power companies. Directions of many other companies

McKellan, Hance (1808-1868)—Born Belfast. Ireland. Education came to Canada. 1854 became manager bank at Upper Canada in Lindsay 1862 became division court clerk and crown attorney. 1867 county solicitor 1868 one of first board of license commissioners.

McLaughlin, W.H. (1824-1894)—Born Glengarry ca. Came to Marysburgh as teacher in early forties. 1850 married Elizabeth Peterkin. Farmer 1854 Lakeside at mr. Little Creek Oakwood. Ran mails for 24 years Liberal Methodist. Prohibitionist

McLaughlin, John F (1864)—Son of John McLaughlin of Cobourg. Passed in 1st class with gold medal in philosophy at Victoria University Toronto 1890 Lecturer in biology there 1892 graduated in philosophy with honours 1894 post-graduate course at Oxford and Leipsic 1895. Present Dean of the Faculty of Theology and Professor of Old Testament Literature and Exegesis Victoria University

McLaughlin, R. F. K.C. (1866)—Brother of foregoing. Taught school in Lexton and Markham. Studied law. Honor graduate and gold medalist at Law Society of Upper Canada Took the most brilliant course ever recorded at Osgoode Hall. Medalist with scholarship marks. Entered in chair of the three years of his attendance. Unsuccessful Liberal candidate in North Victoria in federal election of 1896. First Mayor of Lindsay 1901 1902 when he removed to Toronto. K.C. and corporation lawyer. Senior member in law firms of McLaughlin, Pullman-Bond and Macaskey (in Toronto)

McKeown, John (1800-1881)—Born Glengarry; county son of Roderick McLennan 1856 graduated in Arts from Queen's University. 1861 founded Mariposa business in Lindsay 1865 married Helen Mackay of Martintown, Ont. Five sons one daughter. Sheriff of Victoria co. 1866 1874 Presbyterian elder

McMullin, James Richardson (1846) — Born Buntfinastre Scotland son of James & Mabel (m. in school-teacher) and Rachel Kerr 1851 to Canada 1861 72 with Chapman, assistant P. in Prog business and municipal work with Thos Mulchell 1878 75 in business Impl. of Montreal Telegraph Co. Toronto 1876 1901 Assistant Clerk and Treasurer Victoria co. Since 1196 Clerk and Treasurer A governor and secy (rese of Bons Memorial Hospital. Chairman Lindsay Board of Education 1891 99 1901 Prof Inst Canadian Corporations of Charities and Correction Commissioner. Presbyterian. Married (1) 1872 to Hallen Cassie (deceased) of Scully and (2) 1882 to Lora la Gardiner of Norpest Ont. Issue no daughter

McMullin, James Kerr (1914) — Son of J. S. McN Educated at Lindsay and after 1911 in employ of Canadian Nat. Rys. & G.T.R. and C.P.R. 1114 made General Superintendent Canadian Government Railways. Since 1919 Superintendent of the Saguenenan & Hudson Bay Railway and Hudson Railway

McNeilie, Ralph Gardiner (1868) — Son of J. S. McN Born Lindsay Assistant General Passenger Agent, C.P.R. Winnipeg

McPherson, Donald (1747-1857) — Born Isle of Skye, Scotland. Sailor on man-of-war under Admiral Howe. 1831 came to Canada. Farmer & sailor on Lake Ontario. To go Never Ill in his life. Died of old age at 110

McRae, Duncan (1802-1879) — Pioneer in North Ifidon 1171 elected Conservative M P P for North Victoria. Large lumbering business at Beaverton

Meredith, Rev Dr. John (1816-1897) — Presbyterian minister Labored 1854-74 in Eldon Fenelon Garden, Thorah and Mara. Remarkable for fearlessness, thyamal strength and intellect.

Norris, A. (1853-1916) — Physician Born Kingston. Son of Rev J. A Norris, a Methodist minister Studied at Victoria Univ and in London (Eng) and Paris (France) The first Canadian to pass the Royal College of Physicians Settled in Omemee Knew for many years Conservative, Methodist. Twice married. Five children

O'Leary, Jeremiah (1806-1894) — Born Cork co Ireland 1831 came to Canada Tanned school in Clarke 11 1831 married Sarah Loughlin Eleven children 1110 removed to Lindsay Clerk of Ops, 1870-1

Ray, Angus (1806-1884) — Born Islay Scotland. Migrated first to North Carolina and then to Eldon settling near Lorneville about 1811 School-teacher postmaster township clerk farmer Presbyterian

Read, John L (1830-1918) — Founded store in Bobcaygeon 1859 Several times retire Twice married. Two sons. Conservative. Presbyterian.

Reazin, Henry (1843-1904) — Born in Pickering 11 Educated Toronto Normal and Toronto Univ Teacher at Whitby Manilla and Lindsay 1870-1899 Inspector of Public Schools for West Victoria Twice married Seven children. Quakes Conservative.

Reazin, Samuel (1800-1877) — Brother of H. R. 1810 married

Miss Mills, Two sons three daughters, Settled in Penrose, several times reeve Justice of the Peace Lumber and stock business For in years Foreman of the Sylvester Works Lindsay

Russell, William (1858-1882.)—Born Kilkenny Ireland. Treasurer of Ops. Twice warden of Victoria Married Catellen Blackmore of Emily Canonical vs Unsuccessful opponent of Hon S. C. Wood in South Victoria in 1879

Sexton, Ernest Thompson (1906)—Born South Shields, Eng 1884, brought to Ops township. At early age Public school at Farrell's Corners (east of Lindsay) and the Lindsay Grammar School. Later became naturalist in the Manitoba Government, 1906 published "Wild Animals I Have Known A Store of subsequent publications of nature stories Associate member R.C.A.

Sherwood, William Albert (1865-1919)—Born Omemee, Educated local Grammar School Became prominent Canadian artist Many Canadian genre pictures and many portraits Lectures and magazine articles. Associate Royal Canadian Academy Member Ontario Society of Artists

Silverwood, Albert E. (1873)—Born Oakwood Educ Oakwood P. S. and Lindsay C. I 1901 married Eva M Farris of Lindsay Has one son Daughter President and Managing Director of Silverwoods Ltd London Ont. business in mid storage products and dairy cream and butter

Smale, Frederick J (1871 1908)—Scientist business man. Born in Ops son of Isaac Smale, Educ Lindsay Collegiate Institute and Toronto University 1893 with honors in final year at Varsity won $150 Leipsic University Germany also three years at post-graduate study Asst Chief Inspector in dairying Toronto University 1900 entered War Purchase Commission Ottawa 1915 became Assistant Director Manager

Smale, Newton (1868)—Brother of F. J. S Liberal Canadian Manager Victoria Lans such Holdings Co

Spratt, Michael J. (1860)—Roman Catholic Archbishop. Born in Lindsay Educ Lindsay Sep School, St Michael's College Toronto Basilian Mission Montreal Priest at Toledo, Nigh Trenton and Belleville 1111 made Archbishop of Kingston

Stafford, Rev Michael (1852-1882)—Roman Catholic priest and apostle of temperance Born Drumcagh in Educ Thomas College, Montreal and Regiopolis College, Kingston 1875 ordained priest. 1881 1882 resident priest at Lindsay His energies light against the general drunkenness which inherited and has organized the temperance societies in his more world than any other single factor in the present prosperity of the county

Staples, Daniel (1837 1885)—Born Cornwall Reg 1869 came to Canada 1893 married in Lindsay to Township clerk for 15 years. **Staples, Joseph (1850-1878)** Born Cornwall Reg 1869 settled in Lindsay Moves from the very first. Warden of Victoria for 2 periods of 3 successive years 1875-76 and 1878 79 1 1892 a unsuccessful can

secretive opponent of A T Cockburn in Ont. election 1872 defeated John Mavrice late member in the Dominion election. Did not run again in 1874 Married Miss Jane Bailey Died of consumption

Stewart, Thomas (1856-1918).—Lawyer Born Ornamental P Q. 1851 Taught in Lindsay 1877 admitted to the bar and began practice in Lindsay Married Lillian Greer of Oshawa Two sons one daughter Liberal In 1905 and 1908 unsuccessful opponent of E. J Fox in provincial elections. Presbyterian often Over 16 years a member of Lindsay Board of Education and Chairman of Board 1911 1912

Streeter Robert H. (1847-1914).—Born Cavendish, Ont 1873 married Miss M J Clemens of Bailieboro Ont Some time dealt in lands in early eighties began large factory of agricultural implements in Lindsay in partnership with his brother Richard Took part in Fenian Raid campaign 1866 1916 18 Lieut-colonel in command of 46th Regiment Conservative Anglican

Stuart, Jeremiah (1820-1905).—Born Cork or Ireland 1156 Married Miss Shackwelling heiress to Fenelon Falls Large land estate holdings 1151 married daughter of J Fowler Known children

Treasure, Adam Edward (1847).—Born Brock tp son of James Treasure and Rhoda Johnson. Educated Lindsay Grammar School Victoria and Toronto Universities Degree of M D Practised as physician in Little Britain and Lindsay 1871 married Mary daughter of R. W Whiteside of Little Britain One son, one daughter 1911 elected Conservative M P for South Victoria. 1911 18 M P P for West Victoria Methodist Conservative

Walker, David (1838-1908).—Born in Oban son of John Walker and Catherine McDougall. 1861 married Mary O'Connell Four sons Home of Ops, 1874 1877

Walker, Frank (1860-1889).—Brother of D W Lawyer Ten teacher at Kemptville College Kingston in classics philosophy and literature 1881 settled in Dubuque, Iowa. Married Nellie Lawler of Dubuque Three sons six daughters 1875 partner in firm of Walker Dubuque Three sons six daughters 1875 partner in firm of Walker Dubuque Large lands, real estate. Many large enterprises Died at 4 Rheumatic Long years, real estate. Many large enterprises Died at Capel Irish

Walker John (1700-1880).—Born Tyrone Ireland. 1817 married Catherine McDonough May 1811 came to Canada and settled in Cavan Lot 16 Con VII Qtr At 16 years his grandfather murdered by Lot 16 Con VII Qtr At 16 years his grandfather murdered by

Wallis, James (1812-1896).—Born Glasgow Scotland 1813 came to Canada 1841 by big lumbering business at Fenelon Falls and he helped to found the village Built and owned steamer Ogemah Later retired to Peterboro.

Walters, Thomas (1834-1904).—Born Blackdown Dorsetshire England 1851 brought to Peterborough, Ont Served apprenticeship in local shipyard and became master ship-builder 1811 settled in Lindsay Built steamers 'Champlain,' 'Commodore,' 'Victoria' 'Dispatch' and many freighting operations and other contracting for Dominion Govt. 1880 appointed superintendent of Public Works for Ontario

1887-88 mayor of Lindsay. Twice married. Seven children.

Watson, Jesse (1840-1901).—Born near Ottawa, of English parentage. 1854 settled on Lot 19 Con X Mariposa. First president of first temperance society in Mariposa. Methodist. Liberal.

Whiteside, Jacob L. (1837-1896).—Born near Holland Landing, Ont 1842 brought to Mariposa 1854 married Harriet Grace Fowler and moved to Toronto in early fall 1874 became barrister 1874 took degree of Bachelor of Laws 1880 appointed dependency magistrate in Haliburton county

Whiteside, William N (1840-1888).—Physician. Brother of J L Whiteside 3rd son of R F Whiteside 1863 graduated with honors Trinity Toronto Medical College Served as army surgeon with northern U S Army in Virginia. Finally settled at Bocklin, Ont. 1874 married Jannet Prior of Mariposa Two children.

Wilkinson, Joseph (1837-1891).—Born Northumberland Eng. 1852 carriage-maker at Lindsay 1856 settled on site of Cambray and in 1867 saw and shingle mill. Married Sarah Jarvis. Three children.

Wood, Hon Samuel Casey (1830-1918).—Born Bath Ont Taught school Then kept store at Taylor's Corners Oakwood next Port Hope. Then sash and hardware at Victoria county 1861 Liberal 1878 elected M P P for South Victoria. 1878 entered Mowat Cabinet. Successively Provincial Secretary for Agriculture Commissioner of Agriculture and Provincial Treasurer 1884 left legislature to become manager of Trust & Loan and Savings Co. Toronto. Later director of many other corporations 1885 married Maria Parkinson of Markham Three sons two daughters.

Workman, Hugh (1806-1886).—Born near Mt Pleasant. 1826 married Margaret Hawthorn Two sons five daughters. Came to Lindsay 1851 secured mail contracts Large livery business 1858 large mills at Minden.

Wylie, Thomas (1845 1911).—Physician. Died in Mariposa. 1866 graduated as M D Practised in Manilla Dickinson Stayner and Toronto Twice Conservative M P P for West Simcoe

Chapter XVII.

Problems in Development

The development of Victoria country is a striking phenomenon. Those whose imaginations have kindled at descriptions of migrations of the hordes that swarm through the gloomy forests of Northern Europe should find even greater inclination to the heroic who hundred years ago by one name North Kampsie races of the lowlying for-

ests of a new continent.

The wooded wilderness which their toil has now left the modern province of Victoria was more than half as large as the modern province of Prince Edward Island. Shallow contents, imperfectly drained, impeded travel and retarded farm development even after the forest had been slashed and burned away. An endemic plague known then as ague had been classified as a form of malaria propagated by the mosquito host and by ill sleep, killed off more than one-third of the population, and prostrated most of the remainder for a time.

Nor were these natural obstacles the only hazards to settlement. The rectangular survey system now universally condemned, platted roads over almost impassable courses, up rocky escarpments and across marshes. Isolated farmers from one another in a way now known to have been fatal to concommunity effort set up farms containing only a few acres of land and almost doubled the road miserable lengths of lifeless land and almost doubled the road lengths and distances between villages. Worse still it helped to promote speculation and the absentee speculating landowners was almost the world human enemy of the genuine settler. Free warrant money was the favors hooper who piled his vampire trade of every cross-roads and sucked out the economic and moral life-blood from the community. Near new villages in Ontario, for instance, almost every farm up the whole concession passed from the hands of bankrupt families, described and dehumanized by the Glasgow tavern

In spite of all these loss however the pioneer once ensconced through about dogged toil in establishing a civilization in South Victoria. Roads gradually improved; railways were built as frontier access to outside markets. Holdings reclaimed areal acres of cropping, specialized and improved holdings were bought and cultivated and prosperities slowly came to mark the country's manhood from demonstration exploitation.

In North Victoria, an equal if not greater expenditure of human effort was made but the land was not suited for agriculture. The hardwork and misguided attempt to establish farms in the face of nature's refusal resulted in despair the emigration of the metropolitan

and the penury and frequent degeneration of the ramshak who could not or would not leave the region.

Alternat on the rural development of the county came the growth of villages mainly near the seats of a mill-site and still as in the case of Omenee Lindsay Peterborough Fenelon Falls Little Britain, Kinmount and Cobocong industries grew up on lumbering, grinding and wool-working which were based on the natural products of the countryside fed the village growth. Where no trade fostered the increase of new market of w si Lindsay industrial development could create a town Fenelon Falls and Bobcaygeon being ever closer to the limits the resources of his world once excelled in lumbering fal ing crumbled and the disappearance of lu se resources

The passing of lo lumbe and lo mbergs larg cereal farming to mixed farming have affected town and village industries all over the county In Lindsay for instance the milling has only a shadow of its former importance and grinding is closed a lout are The decline of the latter decline is not to be so In 1854 Lindsay exported 700 000 bushels of wheat no 500 000 bushels of oats cerealey by 1881 over 30% of the wheat used in the county was imported and county mixed grains were purchased for local cr ing A new system of mixed farming was feeding the grain to the stock and marketing the finished product of the animals.

The most l of these changes in the fundamental products of the county has been a rapid decrease in the size of all the villages and a declining (closed sed c ramshak) in the growth of Lindsay The county apart from Lindsay dropped from 31 132 to 11 910 a loss of 6 822 or nearly 31 %. The assessment basis for 1919 show 7580 in the town 2449 in the four incorporated villages, almost 2/3 in sixteen unincorporated villages and hamlets Per 23 townships all town and village communities and in 380 in the open country

Economic and social substructures are obvious in this situation No scientific attempt has been made to gui coun part of the county in its best use Everywhere the attempt has rather been to let things indiscriminately agriculture or reiaetion land Where man has conquered the rem has been a farm Where nature conquered the result is North Victorian desolation Further no scientific attempts have been made to adapt town industries to changed economic conditions The county's chief general output—its stock—passes out to industry Nor has any effort been made to correlate a scientific development of the county's resources with an industrial utilization of those resources

Socially a land of community organization has left the majority of rural citizens herded in disciplent lacking in hygiene and isolated casually and intellectually from their fellows (as compared with dwellers in the town)

Essentials of Modern Civilization

In any plan for reconstruction and human betterment, nothing is lost by a preliminary statement of ideals. Professor Flinders Petrie has claimed that the three essentials of civilization are (1) justice, (2) security or the supremacy of justice and (3) liberation. Based on these minimum fundamentals of the nation we may, however, seek to set up the following necessary conception of the individual. If one civilization is to be wholly sound — (1) economic efficiency (2) health, (3) social intercourse (4) education and (5) recreation.

The only true wealth is human life. The accumulation of wealth for its own sake or for the sake of unnecessary indulgences in one's selfish pleasures has thereby denied the right to normal development outlined in these five points. The aim of a nation's achievement is not in a true nation out out merely a vast, multiplying system of human cattle, but to secure equality of opportunity for all of its citizens to enjoy the results of human labor. For this the individual requires this wealth, as there is no human factor which increases economic strife and not only the ceaseless but the very meanest idea of life a matter of struggle. Economic efficiency is therefore the first essential. Prosperity is nothing without health and health needs the aid of recreation. Finally man would be but brutish without education and social intercourse to fit him for a place in modern life.

These essentials are still far from being met. With the collapse of wartime prices the farmer's income in fact was being reduced to a mere return for his work. The average farmer's net income in the United States is $348 per annum of which $322 represents interest at 5% on capital invested and $26 the wage for his year's hard labor. This estimate does not include the value of home rental of the acres of farm products used in the home. Figures are not available for a town like Lindsay but private knowledge could quote many instances of individual hardship. The further development of the community depends so much on its prosperity and consequent ability to pay through taxation, for the amelioration of communal life, that all plans for reconstruction must begin with a basic study of county economics.

Knowledge Needed, Then Planning.

A thoroughgoing survey of the county is needed to provide this basis of accurate knowledge on which to build so scientifically and economically as the county. Experts already at hand to record the nature of the soil on all land occupied or unoccupied. Their report should mention the crops — grains, roots, stock hardwood forests, softwood forests etc. — for which each tract is best suited. They should also note any existing problems of rural life and development. And finally they should make an assessment of the actual revenue-producing capacity of every parcel of land.

Given this definite information, the county council could then proceed to lay plans for future development. The aim should be al-

illustrate to adjust each part of the county to the use for which it is best suited and from which the best permanent (though not necessarily the best temporary) profit will come if in folly to kick against the pricks and to strive to put land to wrench such latter to uses. Nature will make a final adjustment in the long run perhaps cruelly as by the present withdrawal away of the Great Prairies from population, and it would be the part of wisdom to fight with her rather than against her

In the seven townships of North Victoria there are over 300 squares miles of waste land available for reforestation The Canadian Reforestration Act, 1911 11 Geo V c. 7 s. 4 gives county councils the power to acquire, plant and manage forest reserves. Inthe The only limitation in that connection being for the purchase of such land must not exceed $25 00 in any one time

The economic desirability of county reforestation is overwhelming. Most of the timber in the south country is gone. Most of the remaining businesses of the county depend upon current cut of same Trees are the only crop that the country can grow Thus prosperity and supervision would seem certain industries to work on in wood guarantees virtual immortality to a back-strip pulp-mill Other trees could be worked in such larger cycles for wood turning and furniture-making

Such plans would, however be a waste of public funds unless an efficient system of fire-prevention were set up. Millions of dollars worth of timber have been burned away in this country In the past and every reserve would be sure to go sooner or later unless precautionary uses were taken Firm wardens are perhaps too expensive for industrial Peterborough and Haliburton counties today could to be able to maintain air aeroplanes fire patrol Chimney-sweeps for railroad and by and reckless fire-fighters jailed without the option of a fine

Minor reforestation schemes should include (1) the planting of woodlots on most farms in order to guarantee a continuation according to a policy of annual selective harvesting and replanting (2) the planting of chains of trees in the corners of fields to serve as shelter for stock and (3) the planting of lines along all highways. At the present time the tendency in all the other way and our county roads (such as the Yonge Street) rendered bare and ugly by the slashing away of every tree, large or small

Correlated with the establishment of forest reserves in North Victoria there should be plans for (1) remedying that unfortunate partial of the population which occupies land only for subsisting civilized conditions (2) fish farming in the North Victoria waters, (3) game farming in the forests and (4) reserving bush areas in territory to summer recreation.

A final economic problem which this county has already consid

road is that of rural improvement. Heavy expenditures on good roads have already been made under the Ontario Highways Act whereby province town and county contribute to the construction of main highways in the ratio of 40 to 20 to 40 and to maintenance in the ratio of 25 to 25 to 50. As the importance of the work is now taken for granted it will be unnecessary to do more than reiterate some well-known truths — 1) In some parts of the county (and especially of Ops) macadam sticks quickly and unfailingly into heavy subsoil. 2) A. A. Crandell, Chief Engineer of the Toronto and Hamilton Highway Commission has shown that the average annual maintenance cost per mile in 1916 28 for concrete surface and $3 36 61 for macadam surface 3) Permanent roads should not be wider than is necessary for two vehicles to pass with ease otherwise costs soon become prohibitive. 4) Part of the county road could be supplied by herding on the farmers farm with early beneficial effect the manner of the rybas haulage for heavily only a fraction of the expenses to be raised by general levy 5) Roads should not be laid out for a period longer than the durability of the work Permanent bridges and grading and diversions could be financed on a 40 to 50 year basis but the cost of temporary surfaces should never be spread over more than 10 years Otherwise you only is being made to pay for something it will not get

Municipal Planning in Lindsay

In Lindsay a noted the survey followed by development planning is also a present need. The enabling legislation for such a work is to be found in the provincial Planning and Development Act (1 Geo v c 28) by which any municipality may prepare a scheme. Most schemes, subject to the supervision and approval of the Ontario Railway and Municipal Board (Donald M. McIntyre K.C Chairman).

The two chief municipal concerns in such a development scheme should be (1) a physical reconstruction of zoning basis, and (2) a revision of the present system of assessment for taxation.

The former problem is difficult because the town has already grown haphazardly for over eighty years. The eliminate any hardship however (1) to compel all future factories to a given area and gradually to remove existing ones to the same area (2) to make residential sections invisible from railways and factories (3) to redress poor streets, and (4) to set up a standard for all new dwelling-houses. For instance the existing railway up Victoria Avenue is a crime against the town. By building a new bridge near Carew's mowmill, trains for the north can be sent out by the old Midland Rte through the East. Ward and the flow the foot arrange Glelb set to meet with Kent Street) could be relieved for the town. Then perhaps, the disgraceful scrub hall of the Kent-Cambridge-Peel Victoria block and the equally disgraceful west half of the Peel-Cambridge-Wellington-Victoria block could be cleaned up—the former turned into park an

extending at the existing Victoria Park and the latter built up with beautiful residences. The southern one-quarter of the town adjacent to the Grand Trunk railway or the northeast area of the town adjacent to the C.P.R. are logical factory areas and might well be reserved for that purpose.

A magnificent piece of land is standing now doubtless unproductible, would have been the college reservation of the six blocks bounded by Augustus, Kent, Cambridge, Peel and Henry streets for public buildings and continuous park areas. On this scene no already have the Public, the Armouries, the Central School and the Collegiate Institute with their grounds, and the Queen Memorial Hospital itself a recently erected hospital on Adelaide street, a park-girt community hall and Fire Hall and the picture is complete.

A more feasible operation would be the further development on both sides of the River at McDonnell Park, and the acquiring of the Murphy property on Adelaide Street, as a community playground and park.

The effects of planning a zone system for Lindsay would undoubtedly be the rehabilitation of the town the increased efficiency of it would however make a large part of the land available for other classification and very costly action were taken.

Much easing ensued by the lack of trained valuators, in a review of our land assessment. There has been in the past no more glaring instance of economic evil than the capacity of the rent-system to limit real development has been neglected and the few have continued ownership in our retinal suppression. Land assessments have a setback on the injury of the many. A single tax on land similar to Georgia where the majority of citizens are private owners and where Henry George's confirmation of real by a single tax on land values would be a social injustice.

An increment tax on land transfers would restrain at least the speculator. For this a special scientific assessment should be made of all land on a basis of its actual revenue-producing capacity for taxation on a rational foundation. Then in the case of any sale of real estate a heavy tax should confiscate for the municipality the greater part of any excess in price over the actual value. Where encouraged speculating has benefited in both this system has established of values.

In the case of vacant land within the town limits taxation should be levied on its revenue producing capacity as agricultural land, provided it is kept under cultivation if left idle, the rate should be doubled or trebled. When this time comes has it to be soft for building

purposes a tax should be levied on the difference between. Its revenue-producing capacity as suitable grazing land and its revenue-producing capacity as suitable grain and hay land. Its revenue-producing capacity as suitable grain and hay land. Its revenue-producing capacity as suitable grain and hay land.

Incidence an Industrial Committee, a Community Improvement Committee, a Health Committee a Communities Sub-Committee, a Services Committee and an Agricultural Committee.

The Industrial Committee should maintain as practicable as possible the nature and range of the town's economic possibilities in the use of the town water, health, investment

A general principle to be observed is that industries in the small towns are not likely to prosper unless they are supported by local supplies of raw material The Flexilinn Ltd. cold storage and Treasury business is a case of successful adjustment to local resources.

A fourth refrigerator scheme would probably complete the coal wood working. A modern abattoir in Lindsay would support both meat and tanning. Businesses at lower cost of transport because of small Opp farms has to come to Lindsay often to market than existing from double freight. Again light soil in North Emily and Southeast Victoria now relegated to cereals might be sown to potatoes for the support of an industrial starch factory. The improvement of the farm industry in view of the certain ultimate decadence of industrial alcohol over gasoline cannot be overestimated.

Above all there should be as much rush to secure large industries in the country and out of relationship with the country as to the small ones and in the healthy life of its people. Now the small towns has the most to gain by all schemes for more satisfactory experience—lost in the country by isolation and in the city by congestion—Such its strongest expression. The social ills of the town could be over-stressed if in the end had of the primary social urges of services and from it cost. A disproportionate percentage of the business of the nation. Any sizable industrial growth which would enhance this healthy social town life is therefore to be deprecated

Finally the Industrial Committee might study local commercial possibilities eliminate waste by establishing joint delivery systems, encourage existing industries and provide an attractive town label for all goods shipped

The Civic Improvement Committee with its various in the practical Horticultural Society might undertake some of the following projects (1) Further beautification of streets parks and Oak Bush Reserves (2) Removal of all bill-boards and posters (3) Holding of Old Boys Reunions (4) Renaming of town streets after men prominent in local history (e.g. Percy Street instead of Hope Street—Queen Street instead of Eldon Street, and McDonald Street in instead of York Street.) (5) Publication of such a booklet, booklets a choice series of views.

The Community Health Committee might well have the Medical Officer of Health on its chairman and should in any case wish to strengthen his hands by education, the public in every possible way

Some of its aims might be as follows —(1) aim at ultimate 100% installment of waterworks and sewerage Lindsay with 70% of all houses served. In fact there the average but should not be counted until the other 30% are likely to. (2) Seek a proper system of sewage disposal by means of septic tanks At present MacDonnell Park might better be turned into sewage farm All the sewers should be directed to septic tanks and the aseptic product used for farm fertilization This system would permit of the extension of sewerage through those areas not yet served. (3) Discuss garbage disposal by tanks and have ultimate boon without service. (4) In the manufacture of milk by-products, whether cheese, casein or condensed milk, there will be a waste product, viz., whey. This is a valuable food for pigs. (5) Control of the milk supply by (a) Compulsory pasteurization of all milk sold in the town. (b) Periodical inspection of cows and stables. (c) Periodical inspection of milkers and the protection of milk against contamination by flies and dust. (6) Control of the milk supply by (a) Compulsory pasteurization of all milk sold in the town. (b) Periodical inspection of cows and stables. (c) Periodical inspection of milkers and the protection of milk against contamination by flies and dust. (7) Control of the milk supply by (a) Compulsory pasteurization of all milk sold in the town. (b) Periodical inspection of cows and stables. (c) Periodical inspection of milkers and the protection of milk against contamination by flies and dust. (8) Control of the milk supply by (a) Compulsory pasteurization of all milk sold in the town. (b) Periodical inspection of cows and stables. (c) Periodical inspection of milkers and the protection of milk against contamination by flies and dust. (9) Control of the milk supply by (a) Compulsory pasteurization of all milk sold in the town. (b) Periodical inspection of cows and stables. 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(c) Periodical inspection of milkers and the protection of milk against contamination by flies and dust. (50) Control of the milk supply by (a) Compulsory pasteurization of all milk sold in the town. (b) Periodical inspection of cows and stables. (c) Periodical inspection of milkers and the protection of milk against contamination by flies and dust.

to help itself to advanced instruction all through life.

The Recreation Committee should plan (1) The following —(1) ... nition of children's play. One afternoon last spring after school ... arents a crowd of boys and girls could be seen on the Central School ... the important to be a game of rugby football. (2) Finding an ... suitable playground with swings, tennis courts, pools etc. The town ... facilities for swimming in a riverside position. (3) A provision of ... room for the arrest, not committal instruction in swimming. (4) ... Preparation of a careful yearly programme whereby celebrations, pageants, ... athletic contests, and a schedule of sports are all provided for.

The Agricultural Committee should consist of perhaps ten town members, the county Agricultural Representative, and two or three students of the several U. F. O. clubs throughout the county. Its task would be the statesmanlike one of co-ordinating the several agricultural forces and country people in town by making them conscious of their common interests and friendships.

Farmer and labourer alike usually forget that Lindsay does not consist merely of that territory within its incorporated limits but rather includes all the countryside which is tributary to it. From the economic point of view, farmers in Ops are as much part of Lindsay as if they worked in its factories. Municipal boundaries have no commercial significance.

Unfortunately there is a social cleavage between town and country as wide and deep as any Old Country class distinctions. The townsman asserts supposed superiorities of sophistication and culture, national special duties and trades in the farmer as an alien, who must, however be conciliated for the sake of votes. The farmer has been rebelling in recent times by an hostility which though deprecated by Stanley as J. J. Morrison finally is less severe by much class-conscious division is the main tendency of economic relationships.

The aim of the Agricultural Committee should therefore be to bring about a conscious identification of fortunes. Co-operation should be based on mutual help and free from attempts at sharp practice. Let real reasons be provided for farmers coming to town, as for parking accommodation for farmers and automobiles. And let there be special study of all problems in common, so that town and country may realize their essential unity.

Rural Community organization

The plane which base has been established in the town of Lindsay can also be adapted to rural communities.

Naturally self sufficiently centralized, Victoria ... easily apart from Lindsay consists of some 16 civic centres or villages, each of which need each of these since the areas, these people can get together frequently to set up active community organization for social life, self study and improvement and economic interests. Without abounding

life in these local communities, no country-wide plan of development can ever hope to succeed.

The institutions of the community centre should be — (1) a school house farmers exchange or co-operative business office (2) a school house as a centre for study circle lectures, courses debates, etc. (3) a church as a centre for community ideals and (4) a community hall like that at Little Saltfleet as a recreational neighbourhood house over all such inspired by the community. A consolidated school building might perhaps serve as harmony office school, and community hall all in one. The main thing to be here community interests a hearth and

As the training voluntary organization which should accompanies the work of community-building one might begin with an existing U F O. club. The ultimate objective should be a Community Council containing representatives of the U F O Club Women's institute, church and school Committees might be appointed to deal with Recreation A Community Secretary is also important if the work is to function.

The Finance Committee could really be a business concern as soon greater development of the U F O. plan for co-operative buying of equipment and marketing of products.

The Community Study Committee would probably consider the following (1) the adaptation of the crops of their area to the land lings of the County survey plus information secured to (2) varieties and ties of farming including crop rotation seed and variety selection, losses of bi-annual blackmaster in clover seeding (3) local problems of maintenance of soil fertility by manuring (4) best methods in harvesting labor machinery and equipment (5) labor saving methods in handling and selling (6) standardization of crops or live stock for the com mercial (7) securing of rural credits on community security and long term (8) securing of rural credits on community security and for protective purposes only In all of this, the help of the County Agricultural Representative would need to be accepted, as well as the advice of certified economic literature. The principle of co-operation would need to be worked to the full. If a large consolidated school for instance had a farming community might employ an expert able for instance that a farming community might employ an expert able for instance that a farming community might employ an expert able for instance that

homes, run by Hydro-electric power, brewing their wood supply from the county forest reserves and selling their standard products co-operatively.

The Study Committee should also encourage school training in agriculture for boys, domestic science instruction for girls and a study of all community problems by the whole community.

The Rural Health Committee should make use of a definite health policy for the community as the community centre there should be a nurse, hospital service, a consultation clinic and perhaps community baths. The study of rural health should be promoted and a definite scheme of rural sanitation drawn up by a competent physician.

Rural communities have been stabilized in such provinces in the past and it has come to be true that "preventable diseases are largely rural diseases." Fields of authorities have for long that 75% of all farm wells are contaminated and the water supply for the farm animals and the manure heap. Proper care which families in such districts could observe is absolutely necessary in these privies and water supply.

Sanitary equipment can be installed in any farmhouse with an aim of the Rural Health Committee.

If all child also work be given every individual and especially the children thorough medical inspection at regular intervals. Medical history sheets could be kept on file at the community clinic. Some such system is a right to no claimed for every member of modern civilized society.

The Community Improvement Committee should seek to preserve and beautify scenery and parklets in the central village, to plant shade trees and trail trees along all highways to encourage beauty out of village buildings wherever possible. Most villages are a spectacle noteworthy exceptions.

The Recreation Committee might include the following in its programme:—(1) community singing and socials. (2) holidays and celebrations (3) dramas and concerts. (4) supervised games. (5) community contests athletics and basketball. The work is vital for the organization of the community for daily life on the farm is stark loneliness compared with more life and frequent community gatherings would help to establish that sociability endemic which is so lacking in the country.

A question which lies rather outside the scope of such community committees is the consolidation of rural churches. It is generally admitted by many leaders in the country except Lindsay can really support more than one strong church. Preston Phillips writes an admirable analysis of the expenses of one. Duplication is needless for spiritual survival and experience a revival, especially in New Ontario. I have shown

that been results are obtained from a redevelopment scheme wherein the several congregations are enrolled according to their original denominations and on removal in other regions seeking letters of transference according to the original allegiance. This confederation of small churches helps to bind the community together in a way otherwise impossible.

Limitations to Development Planning.

Such then, has been a tentative plan for the further development of the county towards higher standards.

It is undeniable that we need far slighted and comprehensive plans based on accurate scientific knowledge. We are like Homilitar nowadays with a poetic religiosity that is no busy looking for signs of a supernatural millenium that it has no concern for the slaughter of little children by preventable illnesses and dangerous in the impassive bloodover who tries to pass through small unofficial schemes based on imperfect knowledge. We must have broad, accurate knowledge of our problems, legislation to plan reconstruction and public education to make action feasible in a democracy.

Planning is however only a means to an end and not an end in itself. That end is economic security, health social intercourse, and intellectual and spiritual growth for all. Unless the end is attained, the plan is worthless.

Planning is largely dependent too on individual enthusiasm and idealism. Unless action is directed and prompted by interested community parties the highest achievements are necessarily impossible.

Further development cannot take place in advances of financial feasibility. Wherever municipal action is involved the burden-bearing capacity of the ratepayer provides a danger-limit beyond which expansion cannot go.

Finally the most perfect development system would be almost machinery if the inhabitants were to die out. Normal Victoria has dwindled from 18 135 to 18 816 in 24 years. That the decrease is in children and not in the older generation is shown by the fact that in 20 West Victoria alone the children of school age have fallen off from 2 593 to 2 479 while the householders have actually increased by 4%. The result is an average of half of a child of school age in each household or one each child to every two houses.

Beyond certain limits, the cry for fewer and better babies is based on a ghastly misconception. If a population is ever to hold its own, an absolute minimum of four children must be born into every family. Statistician have shown that of these four two either die in childhood or do not marry when grown up. Thus only four of the second generation are left to represent their two parents. At one child per family a population of 2 000 000 would die out in 200 years at two per family it would dwindle to 2 512 and at three per family it would stand at a mere 195 015. Only at four per family would it

hold its own. All this is a case of straight laws and is no more debatable than the axioms of mathematics.

The family is the fundamental unit of the state. There can be no enduring civilization apart from the healthy life and affections of the family. A race that perishes after the truth of modern life and fails to maintain and hallow the great office of maternity will soon shrivel away in vice to be the end of the virile stock that wrought out our country from the wilderness."

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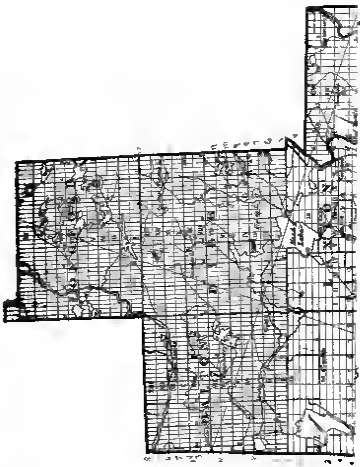

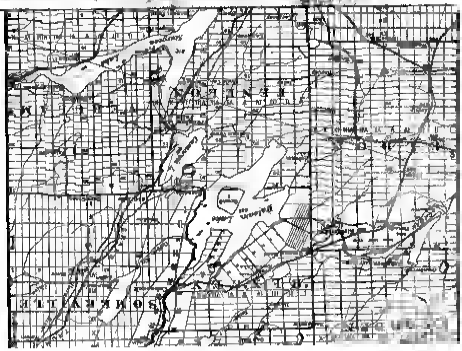
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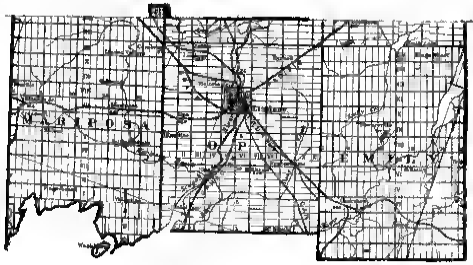

MAP OF THE COUNTY OF VICTORIA

Victoria County Centennial History

By
WATSON KIRKCONNELL, M. A.

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Copyrighted in Canada 1921,
By WATSON KIRKCONNELL.

To the memory
of my brother Walter
who fell in action
in the Battle of Amiens
August 8, 1918.
this book is affectionately
dedicated.

AUTHOR'S PREFACE

This history has been appearing serially through the Lindsay "Watchman-Warder" for the past eleven months and is now issued in book form for the first time. The occasion for its preparation is of course the one hundredth anniversary of the opening up of Victoria County.

Its chief purposes are four in number —(1) to place on record the local details of pioneer life that are fast passing into oblivion, (2) to instruct the present generation of school-children in the origins and development of the social system in which they live, (3) to show that the form which our country's development has taken has been largely determined by physiographical racial social, and economic forces and (4) to demonstrate how we may, after a scientific study of these forces plan for the evolution of a higher economic and social order.

The difficulties of the work have been prodigious. A Victoria County Historical Society formed twenty years ago for a similar purpose found the field so sterile that it disbanded, leaving no records behind. Under such circumstances I have had to dig deep. The Dominion Archives at Ottawa and the Crown Lands Department at Toronto have been systematically ransacked, libraries at Kingston, Peterborough, Lindsay and Toronto have been consulted, the municipal records of the county have been thumbed over, scores of interviews have been secured with old and prominent citizens, and complete newspaper files for 47 years have been read through in their entirety. To provide a proper background of general history over one hundred standard works on history, economics, and sociology have been studied. Every page of the book represents the results of laborious and incessant research.

General readers may perhaps be interested in the following "background" sketches, which, to the best of my knowledge are not to be found anywhere else in printed form —(1) The review of Trent Canal construction, in Chapter IX. (2) The sketch in Chapter XII of the development of the Ontario school system. (3) The history of the early Canadian militia in Chapter XIII. (4) The condensed outlines of Canadian military campaigns, in Chapter XIII.

Grateful acknowledgment is made to [illegible] for
gives me generous assistance and especially to Mr J. R McNeillie
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church in Lindsay) Mr H J Lytle (for municipal data) and Chief
Johnston Pandash (for data regarding the Mississaga indians)

WATSON KIRKCONNELL.

Lindsay Ontario
September, 1921

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Victoria County Centennial History

Chapter I.

Introductory Outline of County History

One hundred years ago in 1821, the government of Upper Canada first offered land for sale in the region that is now Victoria County. Since then a hardy phalanx of Celto-Saxon stock has swept away a wilderness of swamp and forest and established a prosperous agricultural civilization after the manner of their race.

The coming of the pioneers calls for a prologue and a setting. In 1791 the British Parliament passed a Constitutional Act by which the Canadian colony was divided into two provinces, Upper and Lower Canada corresponding roughly to the Old Ontario and Quebec of today. The first governor of Upper Canada was Colonel John Graves Simcoe who foresaw and provided for the future needs of the country with an enlightened disinterestedness unknown among his immediate successors. He explored the provinces diligently by canoe and forest trail. He built trunk roads such as Yonge Street from York (now Toronto) to Lake Simcoe. He set aside tracts of good land for genuine settlers and encouraged the immigration of those who would guarantee to clear and occupy the country. In all this however he aroused the ill-will of a clique of speculators who were already strongly entrenched among the officialdom and so called aristocracy of the province. The intrigue of these enemies brought about his removal in 1798. Government officials and their friends then quietly secured possession of all the good land in the Lake Simcoe country and blocked settlement for another twenty years. After the war of 1812-14, however, a rising flood of immigration demanded the opening up of fresh territory. Accordingly, in 1818 the governmental went through the formalities of buying from the Mississauga Indians a tract of some four thousand square miles, comprising the modern counties of Peterborough and Victoria and a fringe of twenty-eight adjoining townships. It is with a limited portion of this Mississauga Tract that we have now to deal.

The work of survey began at once. Emily was the first of the townships of modern Victoria to be laid out. Mariposa came next and

lham Fenelon Ops and Eldon in that order Verulam Somerville and Bexley were opened up later and the more northerly townships of Carden Laxton Digby Dalhousie and Longford much later still. These townships first came under the Newcastle District with head quarters at Cobourg on Lake Ontario Then in 1841 along with some of the inland townships lying to the east they became the Colborne District which was reorganized in 1849 as Peterborough County and in 1854 as the United County of Peterborough and Victoria. From 1841 to 1861 municipal authority was centred at Peterborough but in the latter year Victoria was given provisional and in 1863 complete independence

A New Domain and a Virile Race

The area of Victoria County is about eleven hundred square miles. It is thus larger than Cheshire or Dorsetshire in England larger or less than Lanarkshire or Dumfriesshire in Scotland and almost equal to the combined areas of Fermanagh and Monaghan in Ireland In shape it is roughly rectangular with a length from north to south of fifty two miles and a breadth from east to west of twenty six miles The chief irregularities lie in the northeast and northwest corners where three townships Anson Lutterworth and Ryde each eight miles square, here been chopped out and stitched the former two in Haliburton County and the latter one to Muskoka District. This rough rectangle is cut in by septentrionate north and south bays by the Kawartha Lakes Pigeon Lemoron and Sturgeon, and their modern canal artificial cuts immediately north of this water system is a region of severely glaciated limestone covered with thin uncertain soil This must soon merge into a wilderness of crystalline limestone and and Laurentian gneiss South of the Kawartha system however the land is distinctly suited for agriculture for the underlying limestone is covered with glacial clays which become rapidly deeper and more fertile in passing southward towards the moraine hills of Durham But in 1821 the intrinsic character of the land was not the chief evident feature of the region it was rather the towering forests of pine that spread away to the farthest horizon

To the transformation of this wilderness came a virile race of white men from the far-off islands of Great Britain and Ireland The years that followed Waterloo and the close of Britain's continental wars were full of distress The economic aftermath of war pressed hard The population of Ireland was growing beyond the safety limits of the precarious potato The introduction of new spinning machinery brought ruin to thousands of Scotch and English handloom-weavers face to face with starvation To cope with this distress the British government deliberately encouraged emigration to Canada. Once started the human stream poured steadily across the Atlantic The pressure of a straightened land supply the oldest and most powerful cause of human migration was once more in operation In 1814 Upper Canada contained only 95 000 inhabitants By 1825 the population had risen to 151 000, an increase of 732 per cent. In a single year 50 000 immigrants arrived at Quebec The younger sons of the Celto-Saxon stock had struck their lands and were on the march. Their

great campaign against the forests of Upper Canada is recorded to-day in the magnificent prosperity of Ontario.

The first settlers in what is now Victoria County were Protestant tribunes from the County of Fermanagh. Humphrey Finlay and his family first established themselves in Emily Township and were followed by James Lakeley and William and Samuel Cottingham, who cleared and built on the site of modern Omemee. While South Emily was colonized by Irish Protestants the northern concessions and part of Ops were taken up by Irish Catholics from County Cork, brought out under a British emigration scheme managed by the Hon. Peter Robinson. Mariposa was largely settled by pioneers of the second generation from the vicinity of Whitchurch and Markham in Simcoe. The earliest colonists were Scotch Presbyterians from Argyllshire. Verulam was placed on the market in 1832 but was bought up and held by speculators. Fenelon Township was not settled until the middle thirties and the more northerly townships remaining unoccupied until much later dates.

As many misconceptions exist concerning the character of the population of the county a few figures may be of interest. The chief racial divisions represented are—Irish, 12,292; English, 10,603; Scotch, 5,020; French, 775; German, 330; Dutch, 204. That race is no index to religion will be evident from a further analysis.—Methodists, 12,283; Presbyterians, 6,314; Anglicans, 4,851; Roman Catholics, 4,344; Baptists, 1,151; Salvation Army, 210; Christians, 104; and Mormons, 35.

A Long Rough Journey From Old to New

The journey from old homes to new from the shores of Britain to the depths of the backwoods, was long and severe. The Atlantic was crossed in sailing-vessels which were often packed beyond endurance by greedy masters. At Quebec the travellers transferred to a river-steamer and proceeded to Montreal. From there west it could be by paying another five lucas, reach Lake Ontario by alternate shifts of stage coach and steamer, but by far the greater number travelled by bateau or by Durham boat. The bateau was a large flat-bottomed skiff thirty to forty feet long, eight to ten wide and built sharp at both ends. It was propelled by oars and sails, and was either poled or dragged up rapids. The Durham boat was a flat-bottomed freight barge with round bow and square stern, and was likewise pushed along by poles or sail. Progress was necessarily slow. If calm or head-wind prevailed, as from Montreal to Prescott. Sometimes as many as one hundred persons would be crowded together in a single thirty foot bateau scorched by sun or drenched by rain as their rude craft crept reluctantly up the river. At last at Prescott or Kingston a transfer was made to the lake steamer, which carried the pioneers on to the lake port nearest their destination.

There were two general routes from the lake front to the Inland Township. Those who went to Emily and Ops went north from Cobourg or Port Hope. One trail ran north-north-west through Cavan (the modern Millbrook), another went north to Peterborough and then north-west towards Emily; another still cut across from Peterborough to

Chemong Lake whence access to the remoter townships could be had by canoe. The second main route by which Mariposa and Eldon were obtained lay from York (the present Toronto) up Yonge Street and in by way of Brock (now Sunderland) our Reserve. The trails and bridle-paths by which they came sometimes carrying their belongings, sometimes leading oxen with an ox cart, wound tortuously through towering forests and dank swamps across flooded creeks up long screws hills and around black morasses. And when at last some summer evening they reached their destination they found a still denser wilderness with only the frogs and the wolves to sing a chorus of welcome.

The Work of Settlement in the Wilderness

Then in a little circle of sunlight hewn out of the forest arose a new home. The sills and walls were pine logs peeled and notched. For the roof hollow basswood trunks were cut the proper length and split in two so as to form troughs, which were then laid from eaves to ridgepole in two rows the lower row back side down and the upper row with their edges fitted into the bottoms of the lower. This was a roof covering but shed water very well. All chinks in the walls and roof inside and out were packed with moss which the children gathered by the sackful near at hand and plastered over with clay. A hole covered with a cloth or an old coat did duty for a window where available. The tiny windows were fitted with sheets of oiled paper, as glass was not to be had.

At one end of the single room a platform of poles served as a bedstead. At the other was the fireplace floored and built up with stones. A chimney of sticks and clay usually surmounted this but often many months elapsed before such a vent was added and in the mean time the smoke filtered out through a gap in the roof after stifling the householders. As matches were unknown and tradition has it no box was from flint and steel a fire was kept burning constantly on the hearth. To husband this precious blaze a large backlog two feet or more in diameter, would be dragged into the house by an ox. The beast would be unhitched in front of the fireplace and the log rolled with handspikes into the back of the fire, where it would often last for three or four days.

Outside of the little cabin work went on under difficulties. The mosquitoes and black flies were numberless and merciless. Fires had to be smudged thickly with grease to avoid their torture. The cattle were frantic with agony and when smoke screens were set up for their benefit the deer would sometimes emerge from the woods to share in their temporary peace.

But the truest foe of the would-be farmer in the beginning he could not attempt to plough, but chopped and burnt and then scattered his wheat broadcast by hand among the stumps. The grain was covered over or brushed in by hitching a yoke of oxen to the butt end of a small tree whose branches were still intact and dragging it to and fro between the charred stumps. In the autumn the crop was cut with a sickle, threshed with a home-

made flail and winnowed by pouring it was then bagged and carried on the back of man or beast to the nearest grist mill sometimes a distance of fifty miles Same milling was however done at home by burning out a hollow in the top of a hardwood stump filling it with grain and pounding it with a heavy wooden pestle

The Steady Changes Wrought With Time.

A few years brought about great changes In the wilderness homes The clearings everywhere had grown Log barns had been built and sheep and swine beset in to get the easily cattle Wolves were however, still dangerous and cereals had to be built in pocket the stock Horses were very rarely met with far settlements as may seem the oxen were much surer of their footing among the stumps and scattered logs an some of the more secluded districts the arrival of the first horse was a great event and all the children were called out hurriedly to see the strange animal The houses too were enlarged as the years passed and were filled with rough but serviceable furniture The fireplace was still the housewifes province but a tin bake-oven fitted with trays and open on one side now stood before it, hidden with bread and cakes As to the fireplace itself the family crowded avoiding rust squeaks avoiding frost and bumpkins of heel and reckless cividian disutilitas

The simple foods however were posh cooked in various forms fish broiled and wheat cakes made of coarse three nabolted flour corn meal porridge and griddle cakes, wild berries and maple sugar The potatoes then called "love apples" were considered poisonous until after the middle of the century and were grown only because of their peculiarity

The pioneers showed extraordinary versatility in supplying their own wants Linen flannel and bulleloth for the whole family were prepared at home Every farm too had its own lasting trough and worked up its own leather The clothes would scarcely be made by some itinerant fellow who would lodge with the family while he fitted them out for the next year Boots were similarly made by a travelling shoemaker But the material in both cases had already been prepared on the premises

Social life in such times took the form of "bees" or communally meetings of the home to co-operate in the work of the homestead The men had their logging bees husking bees stumping bees and the women their quilting bees and paring bees At the former gatherings whiskey which then cost only twenty cents a gallon was carried around by whiskey boys, and gulped down by the bowiful Drunkenness and fighting were the inevitable result especially of the logging bees where the cherred trunks of the burnt-over slashing were being cleared away and identity and self respect were lost under a smudgy mask The women gatherings were less openly dangerous but have never been equalled as clearing-houses for gossip

The trails by which settlers first communicated with one another were gradually replaced by indescribable roads An Act passed by the first parliament of Upper Canada in 1793 had required each settler to

rlear lhal portion of the communication lies on which his lel treated. Erro had this work been done well—which if certainly was not—the ran gillon of the highway systems would have been well nigh hopeless For huge blocks of land clergy reserves, crown reserves and choice grants to Family Compact gollilt and ley unimproved between the settlements, preying on their industry and blighting their development. Especially was this the case in Marlpeau where much land was held by a corporation known as the Canada Company which had been chartered in 1824 to promote colonization but which to this district rendered settlement far more than it helped it. The early roads were chiefly corduroy ironies of logs laid side by side across the highway and filled over with earth. As much later time after the introduction of municipal government, plank and gravel roads took their place

The great curse of the country for over half a century was the inordinate use of liquor in every village and at nearly every crossroads were wretched taverns kept by a greedy illiterate class of blood sarkers. These taverns were universal in the backwoods districts usually preceded the school but the tavern invariably preceded both. The exchange used in payment in these days was of two standards the Halifax or provincial currency in which a pound was worth four dollars and a shilling twenty cents, and the New York currency in which the pound was worth two dollars and a half and the so called York shilling twelve and a half cents. Decimal currency was inaugurated in 1857

Schools were slow in coming but by 1842 there were five in the County two in Ops two in Mariposa and one in Eldon In 1847 there were eleven teachers in Emily with an average salary of $183 a year In Ops there were six schools, with a total wage list of $648 or $140 per annum. The teachers however though nearly all of them were poorly prepared Discharged soldiers often performed these duties and enforced discipline with great lerocity The subjects revered were the merest elements of reading, writing and figuring In the world outside, colleges were being founded. Kings College now the University of Toronto was chartered in 1827 but its privileges were restricted to the small minority of Anglicans Queen's College Kingston and Victoria College Cobourg were likewise founded in 1841 by Indignant Presbyterians and Methodists respectively but the little backwoods schools in Victoria knew little of these higher institutions Even secondary schools were unknown until the fifties and it was two decades more before matriculants began to pass on to the universities.

Methods of letter-writing have changed much since those early days The pen was a goose-quill The ink was made at home by boiling maple bark or nut galls and adding copperas Blotting-paper was unknown and to dry the ink sand was shaken over the letter from a hornow and to dry the ink sand was shaken over the letter from a horn box or reader Envelopes were not yet invented The paper was simply folded the address written on the back and the missive sealed together with sealing wax Postal charges were usually collected in cash from the person receiving the letter The first postage stamps in Canada were not issued until 1851

Religious Life in Pioneer Times.

The fearless with his slender learning commanded considerable respect but the preacher had even greater prestige. Certainly he earned it. Churches were very few and very scattered. His circuit might extend for scores of miles through the half-settled wilderness and ever this he would travel on horseback oft week long struggling through bog holes and fording unbridged streams along the narrow trails. Services would be held in churches school houses, taverns, log cabins anywhere that a few devout folk could be gathered together.

The Methodists were in the majority among the populations and to this denomination we gathering could ecclesiast in importance with the camp meeting. Each summer all the adherents in a district would gather in some dry open grove for a week of prayer, singing and exhortation. Tents and shanties would be put up and lined with rude tables and beds. A rostrum was built for the preacher and rows of logs sat out before it as seats. The light of their evening bonfires flared and flickered over a strange scene—the preacher shouting from his platform the penitents grooning on the seats just below him and the elders flitting about on the watch for symptoms of conviction amongst the remainder.

These even as today, there were many ill balanced intellects eager to espouse loudest in doctrines. In 1842 a New Englander named Miller began to teach that the world would come to an end on February 15, 1843. The belief spread like wildfire among the weak minded of the United States and Canada. Farmers burnt their mill leases as firewood, realizing that their usefulness would soon be past. A convert near Port Perry gave away a 100 acre farm and all its equipment. Sarah Terwillegar of Oshawa made herself wings of silk and jumped off the front gate. Preachers began to be sought up to heaven. But the clearest anecdote comes from Port Hoover, Centreside. A Mariposa on the north shore of Lake Scugog. Here a man named Heever brooded over the Millerite gospel until he gradually learned himself superhuman and above natural laws. He therefore announced for the autumn of 1842 that he would walk on the water from Port Heever across Lake Scugog to Cocrorch, a distance of about five miles. On the day appointed, hundreds of Mariposa pioneers gathered at the Port Heever wharf to watch the attempt. Heever seemed to have a sudden weakening of faith for he fastened a wooden box on each foot, but as even this failed to hold him up he waded out and hid behind one of the piles of the wharf. The urgent demands of the crowd finally brought him back to shore where amid the heels of small boys he made the explanation.—"My friends a cloud has risen before my eyes and I cannot see. I cannot walk upon the water to-day while this cloud is before my eyes. Soon it will be announced when the cloud has been removed, and then I will do it. But his spectators never assembled again.

An Early Tragedy in Ops Township.

Doctors were almost unknown in these times and ailments were given home made treatment by mothers or grandmothers who prepared

their simple remedies from such plants as the spikenard, blood root, calmp tansy, smartweed, pennyroyal, hardhack, mandrake, cleanpaine, spearmint and mullein. But in the case of serious disease and epidemics, as when cholera swept the country in 1832 and 1834, herbal remedies were of no avail.

When death entered the pioneer home the situation was often exceedingly tragic. Consul rolls for a man who moved into Ops township in 1825, bringing with him his wife and two very little children. His log cabin and clearing were five miles from the nearest neighbor but when he fell ill the very first summer, his friends followed his example and in harvested his crop for him and then departed. Winter came. The cabin was covered in Wolves howled at the very door. At last the sick man died. His wife sought desperately to give him proper burial, but the ground was frozen hard and to cover him only with snow would merely feed the wolves. Finally she rolled away some backlogs that were piled beside the house, dug a shallow hole with a mattock in the softer ground beneath them, hid the cherished corpse and rolled back the logs above it to keep it inviolate. Then she walked with her children to the nearest settlement.

How Grist Mills Grew to Villages

Villages grew up in time and were almost always the direct consequence of the establishment of a grist mill. These mill sites comprise nearly all the important centres of today. In 1825 William Cottrine nearly all the important centres of today. In 1825 William Cottrine nearly all the important centres of today. In 1825 William Cottrine

lark traffic would probably have been very limited. Certainly they will be so in the future. But the advantages accruing to the lumber trade would have been a full and permanent justification of the Trent Valley project. It is part of the constant tragedy of human incapacity that the canal was finally completed at a time when the lumber had practically disappeared from our borders.

Surveys for the canal were made in 1833 and 1835 and the cost estimated at $533 733. Work was commenced in 1833 but soon languished. By 1843 locks had been built at Bobraygeon and Lindsay, and by 1853 both boats steamboats as the "Weedman" of Port Perry and the "Ogemah" of Fenelon Falls were carrying lumber to Port Perry whence it was towed to Whitby. The "Weedman" was the first boat to make the trip, and old settlers have said that when her steam gave out they raised the cabbage on Sturgeon Lake they ran to corral their stock, mistaking it for the howl of a wall-pork. But with the construction of the Bobraygeon and Lindsay locks, canal building ceased for nearly four decades.

The First One-third Century a Pioneer Era.

The earliest Greeks often treated three generations as equivalent to a century. Such a division of the twentieth under discussion is strikingly apt and tenacious. The periods 1821-1853, 1854-1887 and 1888-1921, each roughly one third of a century have certain aspects of development which distinguish them clearly one from another.

The years ending in 18 3 are distinctively the period of pioneering. The thought and activity of the county had been almost entirely taken up with the struggle against the forest. Events in the outside world had indeed been momentous. An oligarchy at York had almost succeeded to ruining the province in spite of its remarkable natural resources. The tumultuous misrule, which had driven 800 Canadians across the American boundary in the years 1830-37, was at last revealed to the British government through a pitiful little revolt. Following the investigations and report of Lord Durham, the two provinces were united in 1841 and fully responsible government granted by 1848. But by these developments the little backwoods community was only greatly touched the attention was concentrated on the immediate tasks at settlement.

The Establishment of Municipal Institutions.

Certain changes there were however, which did enter into the lives of all. These were the successive steps by which our present system of municipal government was worked out. Prior to the Union of 1841 all local affairs were managed or more often mismanaged directly from the office of the lieutenant-governor. After the Union a system of District Councils composed of elected representatives from the different municipalities was inaugurated. Then by the Baldwin Municipal Act of 1849, the municipal organization which still exists (with minor modifications) was set up. Under this Act each township and incorporated village elects annually by general vote a reeve, or head and four councillors if there are 500 electors in the municipality. It is entitled to a reeve, a deputy reeve and three councillors; and

lor each additional 500 electors another deputy reeve is substituted for a councillor. Towns are governed by a mayor and three councillors from each ward elected annually. The number of councillors may be reduced by bylaw. Towns which have not separated from the county for which they are situated also elect a reeve and deputy reeves proportionate to the number of their electors. The county council is composed of the reeves and deputy reeves elected for the year by the townships, villages and towns. These representatives at their first meeting each year elect one of their number as Warden or head of the county council.

Each county and each subdivision within it is legally a corporation with a corporate seal and certain specific powers granted by the Province of the Province. Connected with each such corporation are a number of officials. The clerk is the most important officer and preserves all records, keeps all books and promulgates all bylaws of the council. The treasurer receives all funds and makes all disbursements. These two appointments are usually permanent. Other officials more commonly chosen from year to year are auditors, assessors, tax-collectors, fire wardens and firemen, fence viewers, pound-keepers, pathmasters and health officers. All the enactments of municipal corporations are governed by many of bylaws issued under seal. The powers of all such bodies are however strictly specified by provincial statute and any council exceeding its powers may be restrained by the courts, if legal appeal be made.

The Second One-third Century a Railway Era.

The second one-third of the century, from 1854 to 1887 is chiefly characterized in Victoria County by the building of railways and by the settlement of unsettled, naturally.

In 1857 a railway was completed from Port Hope through Millbrook, Bethany and Omemee to Lindsay. The track did not cross the Scugog but followed the east bank around from the present Seagrave's wharf to near the Flavelle grain elevators. This East Ward was then known until 1873 as the "Port Hope, Lindsay and Beaverton Railway" and was then renamed the "Midland Railway" it was only, however, extended to Beaverton until 1871 and did not reach Midland until 1878. In the seventies it crossed the Scugog by a swing bridge just at the present Carew's wharf. A branch line from Millbrook to Peterboro was completed by 1856, but it was many years before the "Missing Link" from Peterborough to Omemee was filled in.

The first session of the Ontario Legislature held in 1867 granted a charter for the construction of a narrow-gauge railway from Toronto to Cobourg. This Toronto and Nipissing Railway was completed as far as Uxbridge by 1871 and in 1872 the settlers of Bexley were given a free inaugural ride on a long train of flat-cars decorated with evergreens.

In that same year the Victoria Railway was projected to run north from Lindsay and through Haliburton County. There was to be no deviation and the road was to pierce through the granite highlands and join the transcontinental line of the C. P. R. (then in the making)

at Minden. This was to make the road the main route between North and Southern Ontario. Some dreamers even argued that it be extended still further through the Temiskaming region and on to James Bay but the politicians of the day did not see eye to eye with these seers and Haliburton village, 18 miles from Lindsay, has been the northern terminus since 1878. It is interesting to know in this connection that the central girder of the Distillery Creek bridge on this road just north of Lindsay was originally part of the Victoria Bridge, Montreal and was sent here to form part of the new Victoria Railway. The Beaudette and Bancroft branch running east from Klemenui Junction was begun in 1882.

The year 1877 saw still another railway jobbing the county system. An earlier road from Whitby to Port Perry was now brought through to Lindsay by way of Manilla. The Lindsay station for the Victoria Railway and the Whitby and Port Perry Railway was on Victoria Avenue where the present G T R freight sheds stand.

The next six years saw the construction of a connecting link between Meaford on the Whitby line and Blackwater on the Toronto-and-Nipissing, the building of the present bridge over the Scugog, the establishment of a through service from Port Hope to Toronto via Lindsay and Blackwater, and the absorption of all the county railways by the Grand Trunk Railway System.

The coming of the railways made great changes in the life of the county. Their first effect was great prosperity because of the cheap easy access furnished to outside markets. Then came reaction and great financial depression, for almost every municipality had financed the railway builders far beyond its means. Mara, Somerville and Bexley issued debentures to the amount of $74,000 on the Toronto and Nipissing Railway. And after prodigality came bitterness and the shadow of bankruptcy. However the lean years did not consume the countryside indefinitely and the natural wealth of the county gradually asserted itself through the fuller development made possible by the new channels of import and export. Lindsay and the villages served by rail now entered on a period of industrial development. The farm fields in the Southern Townships grew wider and more golden and the pioneers who were jolted to a backwoods mill with a few sacks for grinding now shipped their thousands of bushels of grain by rail.

The Trent Canal had real shewn the progress. For many years the original canal scheme was abandoned and in 1855 all existing works were handed over to a corporation, the Trent Slide Committee, which kept timber slides in repair and exacted tolls from the lumbermen. In 1870 a great flood destroyed much of the slide system and parts of it were abandoned. The largest construction work of the period was the building of the locks at Peterboro Falls in 1887.

The Development of the Northern Townships.

Consequent on the development of rail and water facilities came the opening up of the Northern Townships. There had been a few earlier attempts to colonize Somerville and Bexley but the poverty of the soil and the remoteness of markets had kept settlement within narrow limits. Now came a shortcut to outside markets and a new outburst of

nativity. The Northern Townships were covered with magnificent forests of pine and lumbering was soon undertaken on a large scale. The first lumber license in Somerville was issued in the season of 1838 to one Samuel Dibbee. By 1872, the mills of Pendee Falls and Bobcaygeon alone had an annual output of twenty-eight million feet of lumber. The lumbermen's axe echoed through the forests from the Kawartha Lakes north to Lakes and Longford and far beyond. And while this industry flourished and provided a local market for farm produce in summer as employment in the bush in winter, the settlers who spread over this still-fertile country were able to make a living.

Victoria County Reaches Maturity in 1901

The same period the second one-third of the century witnessed the municipal coming of age of the county. In 1850 the Colborne District of which its township had for a decade formed a part was given the new title of Peterborough County. In 1851 this same municipality became the United Counties of Peterborough and Victoria but Peterborough was the dominant partner. The Wardens from 1841 to 1886 were as follows:—1842-46 G A Hill 1847-0 John Langton of Pendon Township 1851 Thomas Short 1852-58 William Cottingham of Emily Township 1859 W S Cooper 1860 Wm Lang

At last in 1861, Victoria was granted provisional Independence. William Cottingham the founder of Omemee was first Warden. His key was placed in the keyspace of the county lower, the present Court House Square in Lindsay was bought and a start was made of the erection of the Court House and County Gaol. Neil McDougall Reeve of Eldon was the Provisional Warden in 1862.

In 1863 the County buildings were completed. The cost including that of the Registry Office added in 1874 was about $55 000. The County was now accorded all the rights and privileges of an independent corporation and the council held its inaugural meeting with great decorum in the new council chamber.

The first Warden of the Independent County was Patrick McHugh Reeve of Ops His successors since that time have been as follows:—1864 Duncan McKae Reeve of Eldon, 1866 Wm Cottingham Reeve of Emily 1866-68, 1874-75 Joseph Staples Reeve of Bexley, 1869 1870, 1877 John Fell, Reeve of Somerville, 1871 John D Naylor Reeve of Pension 1872 Robt E Perry Reeve of Brecebridge 1877 78 Wm L Russell Reeve of Lindsay, 1879 Chas Fairbairn Reeve of Verulam 1880 Dr Geo E Norris Reeve of Omemee 1881 Kenneth Parkinson, Reeve of Mariposa 1882 Jacob W Dill Reeve of Brecebridge 1883 1886 Nelson Heaslip Reeve of Bexley 1884, Thos. Smithson Reeve of Pension 1885 W R Brown Reeve of McLean and Ridout, 1887 E. D McEachern, Reeve of Eldon, 1888 John Bailey Reeve of Laxton, 1889 Dr W C Cornwall Reeve of Omemee 1890 Thos H McQuade Reeve of Emily, 1891 1895 Adam E. Stabenk Reeve of Eldon 1892 Dr A. E Vroomen Reeve of Mariposa 1893 Eustace H Hopkins, Reeve of Ops. 1894, Elijah Baillum Reeve of Bobcaygeon 1896 John Chambers Reeve of Pendon 1898 Wm C Switzer Reeve of Emily, 1897 Dr John W Ward 8th division 1898

James Lithgow, 4th division; 1899, Robt. Brydges, 2nd division; 1900, John A. Ellis, 5th division; 1901, James Graham, 2nd division; 1902, John Amerlin, 4th division; 1903, John Bailey, 5th division; 1904, Wm. Channon, 1st division; 1905, Frederick Shaver, 1st division; 1907, Taylor Parkin, Reeve of Markham; 1908, Dr. Robt. Mason, Reeve of Pendleton Falls; 1909, Geo. A. Jordan, Reeve of Lindsay; 1910, Emerson Flora, Reeve of Markham; 1911, Robt. A. Callan, Reeve of Somerville; 1912, James Steele, Reeve of Elder; 1913; A. E. Button, Reeve of Bobcaygeon; 1914, Alfred E. Varco, Reeve of Markham; 1915, Robt. J. Mulligan, Reeve of Omemee; 1916, Jas. Robertson, Reeve of Ops; 1917, Alfred E. Tiers, Reeve of Penetanguishene Falls; 1918, Richard Hawkins, Reeve of Elder; 1919, Alex. Morrison, Reeve of Somerville; 1920, Robt. W. Wilson, Reeve of Emily; 1921, John Allen, Reeve of Carden.

The first County Clerk and Treasurer was Mr. S. C. Wood, of Taylor's Corners, who for sixteen years later became Provincial Treasurer under Sir Oliver Mowat. He was succeeded in the Clerkship by Mr. George Muchmore. Mr. J. P. McNeillie, the present incumbent, took Mr. Muchmore's place in 1869 after twenty-five years of training as a subordinate in the same office.

Canada, Also, Reaches Higher Unity

This second one-third of the centennium witnessed the coming of age not only of Victoria County but of modern Canada as well. In 1867 a federal Dominion was organized with Nova Scotia, New Brunswick, Quebec and Ontario as its provinces. One of the terms of union was the construction of the Intercolonial Railway to connect the maritime provinces with those farther west. In 1869 the Northwest Territories were purchased from the Hudson Bay Company and in 1870 Manitoba was organized as a province. The Pacific colony of British Columbia entered the federation in 1872 with the understanding that a transcontinental railway (the Canadian Pacific) should be constructed. The C.P.R. was completed in 1885 and in the following year the Northwest Territories now Saskatchewan and Alberta, were given representation in the Senate and House of Commons at Ottawa. Thus by 1887 the governmental scaffolding of modern Canada was practically complete.

Final One-third Century, a Modern Era.

The closing one third of the centenary has witnessed the steady erection within the scaffolding of a strong and prosperous edifice. Canada's population has increased from four and a half millions to nine millions. Alberta and Saskatchewan attained provincehood in 1905. Our material wealth has increased abundantly. A national self consciousness has been awakened by our participation in a world war and our representatives have played in the Assembly of the League of Nations our character of nationhood within the wider solidarity of British federation.

The history of Southern Ontario during these thirty three years has taken a course different to that of the western provinces and to

her own earlier tendencies. The outstanding features of this new development have been the incorporation into our civilization of the achievements of scientific invention, the tremendous development of urban industrial life, and a concomitant decline in our rural population.

The changes in Victoria County have been typical of these wider transformations. The railway system has been still further extended by the addition of the Bobcaygeon-Burketon line of the C. P. R. in 1904 and the C. P. R. grain line from Port McNicholl to Bethany in 1912. The Trent Canal has at last been completed after half a century of shuffling and procrastination. A new policy of road construction entered upon in 1917 has entailed an expenditure of over two hundred thousand dollars on the roads of the county during 1914 and 1924 alone.

Conveniences have been distributed in great detail throughout the countryside. The farmer is seldom without his telephone. His mail is delivered at his gate. The automobile takes him to town at speeds once fabulous. Perhaps a tractor drags his plough unthriftily. The urban dweller has water service, electric light, and the cheap diversion of the cinematograph. Life is now one hundredfold easier than it was for our grandparents.

Another notable phenomenon has been the urbanization of industry. Manufacture, no longer dependent on local water power and seeking the most advantageous location with respect to labor and commercial markets, has developed in the larger cities. Urban competition has stifled the little shops and factories that flourished forty years ago in every country village.

In North Victoria this decline has been further complicated by the practical disappearance of lumbering. The magnificent pine forests of earlier times were slaughtered with no thought for the future and the country was left to its naked sterility of scarred rock. The decline of lumbering meant also the decline of shipping. In 1861 thirty-three vessels plied on local waters; in 1920 there were scarcely three. Thus the economic functions of the county system were simplified to the agricultural production of farms, a little manufacturing, and the retail distribution service of Lindsay and the larger villages.

Along with the amelioration of modern life and the urbanization of industry has come a rapid decrease in rural population. In 1861, the county, apart from Lindsay, reached its maximum of 24,163. In 1921 the total was 14,618, a decrease in one generation of 6,333, or 26 per cent. Lindsay stood at 7,840, an increase of forty-three per cent. All the villages have declined in recent times.

The county assessment, however, has increased from $4,681,000 in 1861 to $10,466,114 in 1866 and $20,714,000 in 1921. This appears to be a substantial advance, but if we stop to compare the actual values represented by one dollar in 1861 and in 1921 respectively we shall find food for serious rumination.

We have thus sketched in outline the history of Victoria County over a period of one hundred years. We have followed the development of three distinct eras: the pioneer era which closed with the full development of municipal institutions; the railway era in which the county attained municipal maturity and its maximum population and prosperity; and the modern era, in which certain radical changes have become manifest.

Chapter II.

The Southern Townships

The six townships Emily Ops Marigold Verulam Fenelon and Eldon which lie in a double tier in the southern half of Victoria County have a history somewhat different from that of the seven townships of the north Not only were they opened up a generation earlier but the natural conditions of land and soil have given them a past development and a future destiny dissimilar to that of Bexley Somerville Laxton Carden Dalby Dalton and Longford The high sandy loam of the former will always be found in agriculture the latter will serve coming generations best as a land of park and forest.

The story of the Southern Townships tells of steady progress from pioneer hardships through toil to prosperity A general account of the changing social and economic life of the century has already been given in Chapter Number One In passing now to a more intimate account of the early settlements in each township we shall place against that background the actual men and women still cherished in local memory who bore the brunt of pioneer stress and sacrifice

(A) The Beginnings of Emily Township.

Emily Township is named after Emily Charlotte daughter of Lord George Lennox and sister of the fourth Duke of Richmond Governor-General of Canada from 1817 to 1819

The township is in the southeast corner of the county It is approximately square and has a total area of about two hundred square miles. In the south it is broken by low hills but becomes merely rolling in passing to the north Pigeon Creek enters at the southwest corner and crosses diagonally towards the northeast, where it widens into Pigeon Lake Chemong Lake is on the eastern boundary and the much smaller Emily Lake on the north The basic subsoil is made up of glacial clays and is of a reasonably fertile

In 1813, some clearing was done on Lot 20 Concession 3, by David Best. He then went back to Cobourg however and before his return in 1822, Humphrey Finlay and his wife came in and located thus earning their later title of "King and Queen of Emily" In the autumn of 1820 Maurice Cottingham his sons, William and Samuel and one James Laidley pushed in further through the pathless forest to Pigeon Creek which they bridged by felling two oak trees into it from opposite banks Beside the stream about where Omemee now stands they did a little underbrushing and clearing but retreated to Cavan, for the winter

In March 1821 the township was formally opened for sale and attached to Durham County the western half of the Newcastle District (See Annual Report Ontario Bureau of Archives 1913). Samuel Cut-

Ingham and James Laidlaw now returned in the early spring and built a log cabin twelve feet by fourteen in the deep snow. Wm Cottingham and his father soon joined them. Clearing prospered and in the early summer they planted corn potatoes and wheat.

That same year a party of four hundred free estate Irish from the County of Fermanagh set sail for Canada and settled in a body in South Emily and in Cavan Township Durham County which lies directly to the south of Emily. From this contingent came the modern family names of Adams Allen Armstrong Bellour Beatty Bellord Collow Cornell, Curry Davidson Dixon English Evans Fee Grandy Graham Hartley Hughes Irvine Irons Jackson Johnson Jones Knowlson Lamb Mitchell Mitchell Moore Morrison McCrae McNeely McQuade, Neal Norris Padgel Redmond Reed Robinson Saxberson Sherwood Stephenson Thornton Trotter and others.

The earliest concessions were soon dotted with clearings each with its cabin and its scanty crops among the stumps. At first the nearest mill was at Port Hope. Thirty five miles from Otonabee but a man named Dewitt undertook to build one in Cavan on the site of modern Millbrook which is only ten miles from the Emily boundary. Here they took their sacks of grain by a narrow bush road only one of whose drawbacks was a morass a mile wide which often threatened to engulf these who ventured through it. At last in 1825 William Cottrill erected a rough mill building beside Pigeon Creek and equipped it with two mill-stones which an American named Myers had cut and dressed in the woods near by.

The Robinson Immigration

In this same year when the Protestant Irish of South Emily were rapidly becoming a coherent community the British government arranged for the immigration into Canada of a contingent of 2 024 Irish Catholics from the County Cork. This contingent was advised by the Hon. Peter Robinson a brother of John Beverley Robinson the chief magistrate of the Family Compact. They sailed from Cork in May 1825 and reached Quebec after a voyage of thirty-one days. They then proceeded immediately to Kingston where they spent two weeks in tents. Dysentery and fever and ague worked havoc among them here and there were as many as eleven funerals in a single day. From Kingston they travelled to Cobourg by lake steamer and thence on foot and by waggon over twelve miles of abominable corduroy trail to Gore's Landing on Rice Lake. A sixty foot Durham boat then conveyed daily parties of thirty or twenty five miles of the Otonabee River to a concentration camp at a hamlet which was then called 'Scott's Plains' (after one Adam Scott who had built a mill there early in 1825) but which was renamed Peterborough. In 1827 as a compliment to the Hon. Peter Robinson. While the immigrants were gathering here Mr Robinson let many profitable contracts to earlier settlers to slash bush roads into surrounding territory to act as guides to the immigrants who were then to choose their respective 100-acre lots to build log shanties on these lots at an average cost of ten dollars each and to rent their carts and oxen for the transportation of the incoming women children and baggage.

into Emily came 142 families that is about 700 persons or a little more than one third of the entire immigration. These families were all located in a block in the north half of the township and thus it came about that North Emily was as solidly Catholic as South Emily was solidly Protestant while both were Irish.

Practically all of the new colonists were established on their lots in the autumn of 1825. The British government now issued their rations for eighteen months each of which at once passed as pork and one pound of flour per man per day. Each family was also given a saw an axe an auger a hand saw a hammer one hundred nails two gimlets three hoes a hatchet a frying pan an iron pot five bushels of seed potatoes and eight pounds of Indian corn.

As Peterlius has here hinted there was in Protestant Emily that no work was done in the northern concessions until all the government rations had been eaten up. Official statistics however show this latter lot to be born of prejudice and not of truth. During the first year though lower and more level every family in many its dead and lost had the living with a constant salary. These Catholic pioneers cleared away 351 acres of pine forest raised 22 200 bushels of potatoes 7 700 bushels of turnips and 3 442 bushels of Indian corn sowed 44 bushels of fall wheat for the next season's crop and made 22 320 pounds of maple sugar. They also purchased on their own account, 6 oxen, 10 cows, and 47 hogs. It is evident that they did not eat the bread of idleness. (See Third Report of Emigration Committee British Parliament 1827 page 481.)

The Mill Village of Omemee.

The mill built by William Cottingham in 1825 became so important and as a base of supplies during the Irish immigration that a store was opened beside it in 1826. This was the nucleus around which the modern Omemee was grown.

In 1826 a post office was established here with Josiah L. Hughes as postmaster. This post office was called Emily but the hamlet was known generally as Williamstown—doubtless equivalent to "William Cottingham's town." In 1835 also the first school was built on the site of the later Bradburn's Hotel. James Laidley and Captain Hamerch were amongst the earliest teachers.

The first preachers to come in had been Methodist pioneer missionaries or saddlebags. Frankland amongst these was the Rev. "Daddy Sanderson" known irreverently throughout the township as "Little Peterlius," because his invariable reproof to those whom he heard quarrelling about was "You know we all have our little peculiarities." In 1826 a church used chiefly by the Methodists was built on the northwest corner of Lot 13 Concession 2. An Anglican clergymen the Rev. Mr. Thompson named locally as a classical scholar used to come in from Cavan and hold services in private houses. In 1826 an Anglican church was built at Williamstown and the Rev. M. Sirsel of Cobourg became the first resident clergymen. A Methodist church was begun in the village in 1836 but took several years to finish. The first Presbyterian minister was the Rev. Mr. Dick who was succeeded by the Rev. Mr. Ewing.

In the 5 cities the name of the village was changed to Metcalfe. A business directory of 1858 gives the following names:—William Cottingham, miller, lumber merchant, carder and fuller; Robert Grandy, postmaster; Richard Galbraith, distiller; Wm. Kells, tanmaster; C. Knowlson, merchant; Wm. Mitchell, merchant; W. Beatty, merchant; Rev. John Park, R. C. priest; Rev. Robert Harding, Anglican priest; Rev. John Ewing, Presbyterian minister.

The Port Hope, Lindsay and Beaverton Railway was built through the township in 1857, but the station was placed at an extraordinary distance from the village. This was apparently done by the railway company out of spite because the horses paid them and failed short of their demands.

The name of the village was now changed to Omemee, after the Omemee or Pigeon family of Mississaga Indians, who had long made this neighborhood their hunting-ground. The names of Pigeon Creek, Pigeon Lake, and Omemee have thus a common origin.

Incorporation as a village was secured in 1874. The first Village Council was constituted as follows: Reeve Wm. Cottingham; Councillors Jas. Parry, Wm. Neil, John Bigelow, and Copeland Lindsey. Its officials were:—Clerk C Knowlson; Treasurer, W S Cottingham; Collector S English; Assessors J Ritchie and W H Hill.

Omemee reached its max mum of prosperity and population in 1871, when it had 1,285 inhabitants. There were then three churches a high school and a public school a grist mill, two sawmills a tannery a foundry a shingle mill a cloth mill four hotels and several stores. The Warder now of Lindsay, had been published in Omemee from 1856 to 1867, but its successor in the seventies was the Herald now defunct.

By 1921 the population had dwindled to 467. The industrial centre of the village has had a blighting effect on local manufacturing and the general decline of the countryside has been reflected in village life it still functions however as the natural economic focus of the township.

There has been no other considerable village in Emily. The queerest office of King's Wharf dates from the time of the Robinson immigration and a Roman Catholic church built in the forties at Downey's Cross has been surrounded by the modern hamlet of Downeyville.

The original St Lohe's church was a log structure put up on the present cemetery site by Father Fitzpatrick of Lindsay. The first resident priest at Downeyville was Father Burke appointed in 1851. Under his successor, Father Coyle a new frame church was built in 1863. This church was bricked over and remodelled in 1894, during the incumbency of Father Eratherley.

The Municipal History of Emily

The municipal history of Emily may be said to commence in 1824 when Samuel Cottingham collected the first taxes, amounting to sixteen shillings, and carried them to the Treasurer of the Newcastle District at Cobourg. His commission as collector was one shilling and

his expenses in the undertaking borne by himself amounted to several shillings

The Colborne District was formed in 1841 and allegiance transferred from Cobourg to Peterborough A new system of local government was now inaugurated whereby each township had local officials wardens and a clerk a tax collector and an assessor and also elected representatives to a District Council at Peterborough Jos L Hughes the postmaster of Williamstown and Wm Cottingham the miller were the first District Councillors from Emily They along with Dennis Hullehan were also Township Wardens The Township Clerk was Christopher Knowlson the Collector Hugh Collum and the Assessor James English The chief work of the township officers lay in the opening of roads and schools Economy seems to have been strictly observed for the township accounts for the period 1843 49 shows a total expenditure of only thirty two dollars

In 1850 the Colborne District became Peterboro County and the modern system of municipal institutions was established The first Township Council under this form of administration comprised the following —Reeve Wm Cottingham Councillors Wm Buck Thomas Fee, Christopher Knowlson and Michael Lehane The official appointments were —Clerk, Robert Gourly Treasurer Thomas Mitchell, Assessor James English Collector Arthur McQuade Auditors T Crawford and H Sherwin Superintendent of Schools Dr Irons

Recent Statistics of Interest.

The last Dominion Census taken in 1911 shows that the racial strains and religious cleavages of early days still persist with great distinctness The chief stocks represented in Emily (including Omemee, were as follows —Irish, 2117 English, 253 Scotch 114 The main denominational groupings were —Methodists 979 Roman Catholics, 869 Anglicans 492 Presbyterians, 242

The total resident population of the township apart from Omemee was 2854 in 1880 The assessment returns of 1920 show that this rural population has dropped to 1656 a decrease of over thirty five per cent The county assessment of Emily however stands now at $1 864 013 which is nominally twice that of 1880

(B). The Township of Mariposa.

Mariposa is the Spanish word for butterfly No record or even legend persists to explain through what whim of early officialdom a backwoods township was so named.

Mariposa lowe ship was surveyed in 1820 and formally attached to Durham County Newcastle District in 1821 In shape it was originally a rectangle nine miles from east to west and fifteen from north to south There was added to it later however a broken southern front on Lake Scugog now known as concessions A B C and D Mariposa but formerly attached to the township of Cartwright which now lies entirely on the south side of the lake The other municipal neighbors of Mariposa are Ops and Fenelon on the east Eldon on the north and Brock in Ontario County on the west Its superficial area is 75 192 acres The land surface is moderately undulating with a very immature drainage system The chief stream known variously as Big Creek

Black Creek Davidson's Creek West Cross Creek and Mariposa Brook, rises to swamps near Manilla on the western boundary flows eight miles northeast to about Lot 12 Concession 13 then turns directly south until it passes Little Britain on Concession 4 and finally turns east to pass out of the township on the 3rd Concession and empty into the Scugog River in Ops. The meagre flow and gentle current of even this main stream and the consequent lack of any considerable waterpower is beyond doubt the explanation for the absence of any outstanding village in Mariposa The soil however has always surpassed to richness that of any other township in Victoria. Once the heavy timber had been removed it held as it still holds an easy leadership to agricultural prosperity

This well-known fertility of the township resulted in the blocking of general settlement until nearly a decade after the major immigrant flow into Emily For the Canada Company secured large concessions here George Strange Boulton of Port Hope the Family Compact member for Durham arranged for a rich grant to himself and lesser concessions were also wanting

For many years Mariposa was visited annually by those economic parasites who came in to inspect and invest for speculation but not to occupy the land Al last in 1827 S Fotheree of Markham, Ontario settled near the modern Manilla Others who located prior to 1830 on land near Manilla which they purchased from the Canada Company at from $1.50 to $2.00 per acre were the Irvings McLeods Houghs McPhersons Phillips and Wickers Just before and during 1831 a large contingent of Scotch settlers, chiefly from Argyleshire, poured in along the Eldon boundary on the north Amongst the families who overflowed on to the south side of the line were the Blacks Calkins Campbells Charltons, Copelands Crants Irishes McNeils McCrimmons McCuaigs McCleoldsses, McLeans Ringlands Spences and Wicks In 1831 also the Edwards and Williams families took up land along the western boundary and one Samuel Dick built his cabin in the hardwood forest near the site of modern Oakwood His nearest neighbors on the east were at Purdy's Mills nearly nine miles away in this same year when actual settlers began to increase and set about the improvement of the land the keenly aware of speculators became so numerous and importunate that the Land Office refused to grant any further locations without an express pledge of settlement. Fortunately men were not lacking to undertake such pledges For the next three years there was a steady immigration of settlers of the very best type, chiefly Canadian born pioneers of the eastern counties whose fathers had been old prosperity to the front townships of Northumberland County sent in the Ontario County townships of Whitchurch and Markham Most of these families settled to the centre of the township along Big Creek Amongst them were the Armitages Bacons Puonells Davidsons DeGeers, Delongs Dundases Heights Hubbells Lakes Lloyds Marks Minthorns McNeils McWilliams O'Briens Penroses Pierssons Readers Richardsons Rowlandsons Taylors Tilts, Waites and Weldons From 1834 to 1837 a few more families drifted in each year Prominent among those who settled in the eastern part of the

lowship were William Brown, William Fowes and John Crises, a Quaker. For many years yet there was little or no communication between the Canadian-born settlers in the centre of Mariposa and their Scotch neighbors on the northern border, for a deep tract of difficult forest held by speculators intervened. There were likewise very few early settlers in the extreme south of the township.

All of these pioneers in Mariposa came in from the south and southwest and not by way of Peterborough, Cavan or Emily. Supplies were first obtained from Newmarket then from Prince Albert on Lake Scugog and finally from Port Perry. Trade was not opened up with Lindsay until very much later in the beginning the nearest post office for the receiving and despatch of mails was at Butcher's Point on Lake Simcoe. Then Prince Albert was for a short time the closest centre for mail until Mariposa post office was opened at what is now Manilla.

By the 1851 the population of the township had risen to 1854 only 389 fewer than in 1842. The harvest of that year included 76,964 bushels of wheat, 42,906 bushels of oats, 14,400 bushels of peas, 33,000 bushels of potatoes, 31,000 bushels of turnips, 38,900 pounds of maple sugar, 10,560 pounds of wool and 4,000 pounds of butter. This representing, however, only a small portion of the effort of that day for the great task of each farmer was still the conquest of a virgin forest of ash and maple. Such crops as were exported were teamed in the winter-time south to a village (now deserted) called Fort Hope on the north shore of Lake Scugog, thence across the lake to Cassarca, in Cartwright, and south by road to Port Whitby on Lake Ontario.

Municipal organization in the early thirties was very shirtl Louis Whiters was the first tax collector and E R Irish the first Township Clerk. The personnel of the Magistrate's Court for Mariposa and Eldon combined comprised Messrs Irish Ewing, Williams and Calvina. Samuel Davidson represented Mariposa at Peterborough on the first Council of Colborne District in 1842. The first Township Council after the Municipal Act of 1849 included the following: Reeve John Jacobs, Councillors Samuel Davidson, Obadiah Rogers, Robert Whiteside and William Ramsay, Clerk A. A. McLaughlin, Treasurer James Thorndyke.

A Business Directory of Canada published in 1851 gives the following names in Mariposa:—Coulter's Corners (now Manilla): Mary Douglas, Postmistress; George Smith, merchant; L. McKinnon, carpenter; D. McLean, carpenter; Oakwood: A. A. McLaughlin, Postmaster and Innkeeper; Thomas Marks, innkeeper.

A Trio of County Villages

Mariposa is easily the most fertile township in Victoria County. It lacks however two of the most efficient factors in the development of village life. There is no abundance of waterpower and no focusing of railroads. The old Indian portage of Omigoning at the rapids in the Sugog River in Ops has had both and has therefore become the site of Lindsay, the only town in the county, in Mariposa on the contrary,

there have been three small villages, Manilla Oakwood and Little Britain, none of these incorporated which have grown up around a Post Office a Township Hall and a small mill respectively

MANILLA straddles the boundary between Victoria and Ontario Counties on the line between the 8th and 9th Concessions of Mariposa The germ of the present village was the Post Office opened up here in 1837 in the log store of Jacob Ham For six years this was the only Post Office for the township Soon afterwards the Bible Christians built a church which was rebuilt of brick in 1871 The Presbyterians built in 1[illegible], the Baptists in 1856, the Congregationalists in 1860 and the Methodists about 1870 A certain amount of trade and industry also gathered about this centre In 1881 the village boasted a flour mill run by steam because of the absence of waterpower a rake factory and half a dozen stores

OAKWOOD is situated on blocks of lots 15 and 16 in concessions 8 and 9 The name is derived from the heavy forest of oak which originally covered this neighborhood James Tift settled here about 1833 and may therefore be regarded as the father of the village In 1843 a Post Office was established with A McLaughlin as Postmaster Peter Perry of Whitby opened a store in 1844 and in the following year a Township Hall was built The Hall has been rebuilt once since that time but has never ceased to be the municipal focus of the township

The first tavern or hotel at Oakwood was run by Thomas Marks. He was succeeded by Thomas Hunsley and he in turn by William Banks who carried on the business for nearly twenty years

The first church was built by the Bible Christians in 1855 The Episcopal Methodists built five years later the Canada Methodists in 1868 and the Anglicans in 1885

Oakwood reached the peak of its prosperity in the eighties In 1888 its population was about 330 Of that number there were 75 children between the ages of seven and eleven and 127 between the ages of five and twenty one Oakwood took just pride in her young people in those days

The chief business firm in 1888 was the general store of Hogg Bros with which was associated a 30,000 bushel grain elevator at Mariposa Station a mile from the village To this elevator came Mariposa's export trade in cereals and its clover seed which has gained a wide reputation Hogg Bros also managed the Post Office and telegraph office Other units in the commercial aggregate were A Cameron a general store M N Anderson a tailor shop William Bronker's hotel Alfred Lake's machinery depot Thomas Staples blacksmith and carriage works Nicholoe Hill's blacksmith and carriage works George Humphrey's carriage works W H Harper's harness shop and Robert Broad's hardware store

Prominent citizens of that day were James Thorndyke J F Cummings Robert Webster Sr William Webster, Jesse Weldon, Sr W A Silverwood John Cook David King Richard Hancock and A Lake

The first mile of concession road east from the village is bisected at right angles by Mariposa Brook The neighborhood of this intersection known locally as The Crick was once busy with tanning and

grinding, but by 1868 a brick yard and a livery stable were all its boast.

The east cross-roads to the east again was known as East Oakwood or Taylor's Corners. Here the Rev S C Wood before the days of his political bloom did business in The Store. Store. In the eighties John Maunder and William Wheeley manufactured wagons and carriages here.

LITTLE BRITAIN is on lots 15 and 16 concessions 4 and 5, four miles straight south of Oakwood on the old grain route to Port Hope or if it is built almost at the intersection of Mariposa Brook and a small tributary which flows through the village from the west. It was founded by Harrison Haight who settled here in 1824 and three years later built the first mill on Mariposa. This mill which was not demolished until 1910 required the efforts of nearly the whole community for its erection for its beams and posts were of ponderous white oak. At this time there was no bridge over the creek and no road between Little Britain and Oakwood. Robert F Whiteside was the village's chief merchant and leading citizen during the pioneer period. In 1859 the Christians organized a church and in 1862 the Bible Christians followed suit. A Post Office was not opened until 1863.

The year 1888 saw Little Britain the largest business centre in the township. The chief industries were Joseph Maunder's carriage and blacksmithing works, Wm Burden's carriage and blacksmithing works, Maunder's sash door and planing factory and shingle mill, Edwin Mark's foundry and implement works, Isaac Finley's steam roller flour mill and Davidson's flour mill. W H Fergus, S H Mulkerell, J Weldon and T H Morton ran general stores. T H Morton also had the Post Office. H C Wills owned a grocery store and also ran the stage to Mariposa Station. A M Rumball had a tinware store, R Smith's carriage store, S Champion a tailor shop, and both Wm Redd and John Bok harness shops. Joseph Jenkins ran the village hotel.

The chief sanctuaries were the large Methodist church on Mill Street West presided over by the Rev. William Briden and his assistant, the Rev. S H Andersen and the Christian church headed by the Rev J C Pilkie.

Prominent among the pioneer names in and about Little Britain are those of Broad, Cory, Davidson, Dix, Eakins, Glass, Glennie, Greenaway, Hall, Henderson, Johnston, King, Marks, Metherell, Netherton, Parkinson, Prouse, Rays, Redman, Slemmon, Stewart, Wallis, Webster, Whiteside and Wickett.

None of these three villages, Manilla, Oakwood and Little Britain, have attained dimensions sufficient to command incorporation. The reason as already suggested, lies in the absence of power for industry and in the fact that no railway station has been placed within a mile of their borders. Whether this represents the balanced result of village plotting and counter-plotting in the days of railway construction or whether the railway builders were inadequately bonused, or whether the present route of the Whitby Lindsay division was the necessary

choice of civil engineers is somewhat uncertain In any case the railway has contributed nothing to the growth of these centres

There are no other villages in Mariposa Woodville is an incorporated village on the Eldon boundary but is usually reckoned as belonging to the latter township even though part of its population has spilled over on the 15th concession of Mariposa Linden Valley in the northeast, Glandine on the Ops boundary, Victoria in the southeast and Fingerboard in the southwest are former postal hamlets with little more than a church and a smithy Cresswell is a hamlet on the Whitby Lindsay division just south of Manilla Junction Grass Hill is a station on the Coboconk division at the Eldon boundary A grain warehouse is its chief ornament

A Section on Recent Statistics

The Dominion census of 1911 throws interesting light on the population of Mariposa The chief racial strains represented were as follows —English, 2 321, Irish 733 Scotch 646 The denominational subdivisions were as follows —Methodists 2,679, Presbyterians, 757, Anglicans, 123, Christians 114 Baptists 43, Roman Catholics 28. The population of Mariposa has fallen off remarkably during the last generation From 1871 to 1820 it dropped from 5363 to 3133, a loss of 2231 or over forty one per cent.

The assessed value of real and personal property within the township was set at $2,450,075 in 1886 and at $2,722,895 in 1920 This latter figure is greater than the assessment of Eldon and Emily combined and more than twice the total value of Somerville, Bexley, Laxton Garden Digby Dalton and Longford.

(C) The Township of Ops.

The township of Ops is named after the Roman goddess of plenty and fertility Ops was the wife of Saturn and the patroness of plenty

The choice of such a name was not inept. The township is made up of a blanket of rich clay loam spread over a bed of comparatively level limestone In outline it is a rectangle, ten and a half concessions or about nine miles, from west to east, and twenty-eight and a half lots or some eleven miles, from south to north Its area is divided into approximate east and west halves by the Scugog River which flows from Scugog Lake in the southwest corner of the township into Sturgeon Lake, near the centre of northern boundary The town of Lindsay is built beside the river on Lots 18 20 21 and 22 Concessions V and VI, or almost in the centre of the north half of Ops The Scugog has several tributaries East Cross Creek which joins it on Lot 8 Concession IV divides into two main branches on Lot 5 Concession V one arm East River pushing southward far into Cartwright Township Durham County and the other Stony Creek stretching east to the 8th of Ops and thence in a general northerly direction past Reesbrook into a long swamp that extends even beyond Byrnell Station near the

northeast corner of the township Just opposite the mouth of East Cross Creek Mariposa Brook or West Cross Creek debouches into the Scugog This stream drains most of Mariposa Township to the west Smaller ourlitteries to the main river are Sucker Creek which enters from the east just south of the Lindsay Protestant cemetery and the Old Dietitery Creek (formerly known as Logie's Creek or Hopkins Creek) which drains a swampy area to the north-west of Lindsay In the early days, nearly all the streams of Ops were associated with wide tracts of marsh and bog that long proved a stubborn obstacle to farm development

Pioneers in Southwest Ops

The first grants of land in Ops that can be traced in the provincial archives at Toronto are to Patrick and John Connel brothers and Irish men and were made in December, 1825 John Connel settled on Lot 3 Concession I and Patrick on Lot 7, Concession II The latter who was known for the rest of his life as King Connel was ultimately buried on his farm where his grave may still be seen This Order in Council by which the land was given him reads as follows — In Council, 22rd December 1825 Ordered that Patrick Connel a native of Ireland now of the town of York, yeoman who has a wife and six children shall receive a grant of two hundred acres of land Regulations 31st January 1824 as explained in Council 29th April following (Sgd.) John Berkie Comptroller This document bears the following endorsements — Warrant No 4957 Patrick Connel O C Dec 1825 Regd 31 January 1824 Certified to be located by the Hon F Robinson 27th March 1826 Lot 7 2nd Con Ops 200 acres

The next recorded grant was on March 25, 1826, when a clear patent for 2853 acres for grain to one Duncan McDonell of the village of Greenfield, Glengarry County McDonell had conducted the govern ment survey of Ops and was thus paid in land instead of cash The allotments which made up his estate were as follows Lot 1, Con I Lots 14, 16, and 18, Con III, Lot 14 Con IV Lots 13, 15 and 24 Con V, Lots 3, 27, and 28, Con VI Lots 17 and west half 27 Con VII Lot 27 Con VIII Lot 5, Con X These lots which were doubtless singled out by him as the choicest morsels in the township have the following owners at the present day —I. Goodhand Allen Irvine W Webber Lee Gunn John Johnston Thomas Hickson Dennis Fitz-patrick Walter Cornell William Connell P J Murphy Senator George McHugh R W Jennings W E Curtis Wm Reeds James Carlin D Twohey Daniel Murphy John Brown Robert Brown T Gibbens W Wilson Alton Curtiss R E Agnew D V Pogue Miss Pogue, Fred Dawson, J Shaw and L Shaw The Duncan McDonell grant also included all that portion of Lindsay which lies south of Durham Street a full one-quarter of the entire town.

McDonell himself never settled in Ops but two of his assistants, Pat Lee and Dan Shanahan took up small grants and remained to work

them Lee settled on Lot 5, Concession II which lies on both sides of the Snuggy. The eastern portion, totalling 107 acres and now owned by Robert Jordan is left in bush while the western fragment amounting to only 22 acres he occupied and cleared because neighbours were closer at hand. This latter portion is now part of James O Reilly's farm. Shanahan the other of McDonell's men located on Lot 3, Concession III

Patrick Quan was a very early settler who is supposed to have squatted on the north half of Lot 12 Concession V long before the township was opened. John Ferris an immigrant from Antrim Ireland, bought this property from him in 1820 John Brady visited the township in 1822 but left again and did not return to settle permanently until 1827 In the following year three brothers Philip Patrick and James Murray settled side by side on Lots 3 and north one-half 4 Concession V. About the same time a number of families from a single neighborhood in South Ulster entered in a body. Amongst these were Michael Brady, Terence Brady Edward Murphy Patrick Hoey and Bryan Hoey. About 1825 John Maloney Dennis Twohey and John Jones settled on Lots 17 18 and 19 Concession IV. Other early pioneers in the southwestern part of the township were Michael Lenehan Oliver Rourke John Pyne Thomas Pyne Michael O Brien Patrick Hannavan the Hazelious, Hydes Millers and others. Roger McHugh, grandfather of Senator George McHugh settled on Lot 14, Concession V in July 1833. He was a discharged Irish sergeant from the 3rd Garrison Battalion and this 200 acres was a free pre-emptory grant, even stationery being charged to the Crown as stated in the Order-in-Council Warrant No T 57

The Eastern Concessions

Most of the earliest settlers in Southwest Ops came by way of Bowesmanville or Whitby and Port Perry. Meanwhile however another area of settlement was developing along the eastern concessions and by the eighteen thirties the general route into Ops was from Emily and not from south or southwest

The first permanent settler on the eastern boundary was Abner Cunningham, a Rohlason immigrant who came in early in 1826. Cunningham had four sons, Joseph Joshua, John and Abner. Near neighbors were the Sutherlands, Nugents, Powers, O Donells, Scullys and Cornells. David and Charles Cornell though at this time transplanted from Limerick County, Ireland, were really descendants of Palatine refugees who had been granted an asylum there in the reign of Queen Anne. James Mackinnie and John Blaylock were old Peninsular War veterans who settled here about 1825. The former lived to be an active man of 103 years of age.

Thomas Rea was a man of prominence in this neighborhood. Rea was a native of Fermanagh, Ireland and had mastered the crafts of carpenter, cooper, smith and weaver. He came to Canada in 1824

hat sojourned temporarily to York and to Molmur Township Dufferin County before settling identity in Ops on Lot 7 Con X Here he secured a government contract to build a road extending from Lot 5 on the Emily boundary up as far as John Walker's farm Lot 15 Concession VII and passing diagonally through the modern hamlet of Reachorn so named in his honor A few years later this same locality was noted for a stone house, built and occupied by one Francis Kelly who handled the stage route west from Peterborough over this road Among the early settlers west of Reachorn were the Connollys Walkers and McDonoughs who came from Fernanagh

South and Centre

William Reynolds and his brother Robert were pioneers to the Mt Horeb neighborhood. They were natives of Tipperary Ireland Duncan Fisher settled on Lot 12 Con VIII in 1828 His sons were Peter and Donald The former died in 1915 in his ninetieth year and the latter in 1920 in his ninety fourth year The Skuces and Fogues also located early in the southern part of the township

The original reservations for the site of Lindsay were a 400-acre tract comprising Lots 20 and 21 Concession V Prominent among the land owners near at hand were Capt John Logie, a naval officer who held 200 acres namely Lot 18 Concession VI on which he himself lived he a frame house near the river bank, Lot 34 and the north half of Lot 19, Concession IV which later passed into the hands of the Hopkins family, and Lot 20 Concession VII now occupied by two of his grandsons Messrs Henry and Robert Logie A man named Moss owned 400 acres immediately adjoining the townsite on the north and Duncan McDonell of Glengarry held an equal reservation just south of the site.

Some Annals of the Scugog.

The history of the growth of Lindsay will be given later in a separate chapter

The story of Scugog River may, however, be appropriately included in the present sketch, and in its telling we shall now come to a man whose name is also written on the first page of Lindsay's annals. This is William Purdy who, in 1832, built a mill on the river within the modern limits of Lindsay.

The Scugog before this time had been a very small and shallow stream The early settlers to Patrick Connels time tried to drive through it with oxen and a jumper loaded with sacks of grain on their way to "Grays Mill," their nearest grinding-place, which lay far to the south near Orono On Lot 21 Concession VI the banks became high and steep and there were rapids by which the river descended three feet. At the head of these rapids where J Perrin's boat works now stand Purdy and his sons Jesse and Hazard built a mill and a dam with a head of ten feet.

He was then authorised by the government to grist for the neigh-

horhood for a toll of one-twelfth. On the 9th of May 1844 the following Order-in-Council was also granted to his father — Ordered that a Deed issue to William Purdy of the Township of Ops in the District of Newcastle, miller for Lots numbers 20 and 21 in the 6th Concession of the said Township of Ops and that the Surveyor General do make such a reservation in the Deeds that hereafter issue for the Lots now overflowed by the mill dam as will secure him in the rights of keeping the water at its present height without subjecting him to an action for damages (Sgd.) John Birkle, Clerk of Executive Council

Purdy was thus given 400 acres of land and the promise of freedom from legal action from the scores of settlers who were already located upstream and whose land would be extensively inundated by the building of the dam. But all was not well. Not only Scugog River, but East and West Cross Creeks and Scugog Lake as well were heaped far back over their customary banks. All trees on this drowned land died. The stagnant waters grew unhealthy and a plague of fever and ague killed off scores of settlers on the farms near by. Then grief found rent in action and the whole bereaved countryside from as far south as Port Perry, rose up one summer day in 1838, seized flintlocks, axes and pitchforks, and marched to Purdy's mill. An attempt was made to destroy the millrida but in vain. However, no personal hurt was done but the dam was soon hacked away and swept down stream on the unpeaceful waters.

The grievances of the settlers were so genuine that the government made no attempt to punish this act of violence.

The sequel may be found in an old document recording an agreement made on December 13, 1843 between Purdy and the Board of Works of the Province of Canada a government department which had been established the year before by Act of Parliament. By this agreement the Board of Works built a dam and inch further down the river on the exact site of the corresponding structure of to-day, and granted Purdy the use of all surplus water that would not be needed for navigation. Purdy was to provide all his own flumes and flume heads and to keep the dam in repair. The Board of Works was to receive half an acre of land bounded by the river and the present Lindsay and King Streets and extending five chains to the east, as premises for the house and garden of a lock tender. Purdy, moreover, was to relinquish all claim for damages for the destruction in 1838 of his first mill-dam and in settlement for this and all other concessions in the contract he received from the government four hundred pounds in cash.

The government dam had been begun in 1838 and was completed in 1844. It raised the level of the river by seven feet or three feet less than the earlier maximum. This level was acceptable to the country side though complaints were rife several years later when Hiram Bigelow, Purdy's successor, raised the water an extra foot by placing a flash board along the top of the dam.

River navigation received an impulse by the building of the lock in 1844. This structure was 131 feet long and 32 feet 6 inches wide, and had an eight foot lift. At first the chief craft were horse boats - small barges worked by a treadmill with side paddle wheels attached to its major drum. A sturdy ox would be placed on the hillside at Canaan and with his nose towards that village and his steady trampling would bring the one-horse-power vessel slowly down through Lindsay to Fenelon Falls or Bobcaygeon. About 1851 steamboats were built. The Woodman of Port Perry was the first to be launched and the Queenslo of Fenelon Falls followed shortly after.

In 1855 the government found the canals and locks on the Trent system an heavy a financial loss that it turned all such works over to a corporation known as the Trent Valley Commission. This corporation abolished the lock at Lindsay and substituted a timber slide. A toll was then exacted on all timber floated.

At the time of this change all the steamboats were on the waters below Lindsay. The township therefore undertook to build a flat wooden bridge, placed on stanchions across the Scugog on the line between Lots 15 and 16 Concession V west from the Pottery Corners. This new crossing was known as "Ambrose's Bridge" but was constructed by Charles McCarly. After some years another steamboat, the "Lady Ida," was built at Port Perry and it became necessary to have a passage through the bridge. This was accomplished by sawing it in two across the centre and shifting the two halves by means of cars or wheelbarrows. The arrangement put too much strain on the bridge however and it soon collapsed. Years later enterprising citizens of Lindsay came and took away all its timbers for firewood. Today not the smallest trace of "Ambrose's Bridge" can be discovered.

The timber slide on the Scugog gave place to a lock again in 1870. This was installed by Thomas Weitzer on the same site as the 1844 lock. The present lock and dam which are also on this same location, were built in 1904.

Forgotten Highways of Long Ago

The early roads by which men came to Purdy's mill or departed to north, south, east or west have almost vanished. The present highways tend to follow the correct concessions (lines) but the first bush roads to be slashed through out deliberately across country towards their objective (though with many a bend and swerve by which to keep on high, dry ground).

A traveller leaving Lindsay for the south would drive out Queen Street, in the East Ward, as far as "Kerry's Corners," where S. R. O'Neill's store now stands. Here he would turn south to Logie Street. There was also a by road over "Edgelowa Hill" by which the river could be reached without going as far as Kerry's. The modern Logie Street as far south as J. J. Ward's house is part of the old road. It did not touch the concession line however until about Daniel Murphy's gate. It then swerved towards the east about half a lot in order to cross Sucker Creek restored to the line about Frank Curtis's farm

nod after following the present road for half a mile struck off towards the river Thereafter it skirted the Scugog very closely though keeping to high ground on far south as Clsbo whence it ran straight south to Jacksville Orono and Newcastle.

should our traveller's destination have been Reaburn Omemee or Peterborough he would have taken the same route as far as Kerrys Corners He would then push an straight east out Queen Street but on swerving southeast of the present town boundary, he would continue in that direction as far as the line between the 7th and 8th concessions calling across the Logie and Ball farms On mine pasture field here the old road closed some decades ago is still quite distinct The route next ran down the concession line as far as Lot 14 Concession VIII now occupied by William Fox, and thence diagonally across country through Reaburn and out into Emily at Lot 5, Concession XI This last section of the old road is still open

The first road to Fenelon Falls ran northwest from about the present Presbyterian church across Bruvery Creek a swampy stream now arched by the Sussex Street Drain, and up over the Court House hill The section that lay across Bruvery Creek was known as The Long Snuff because of its hazardous wetness Leaving the town on the same northwest road it crossed the next creek on Lot 24 Concession IV west of the present Fenelon Road This lot was occupied by Alex Logie a son of Captain John Logie who ran a sawmill on the creek The road then passed over the Murphy and James farms still mainly in use north to the boundary on the line between the 2nd and 3rd Concessions Here, to the east of the road on Robert Tompkins farm about half a mile north of School Section Number 3 was long the chief cemetery for South Fenelon and Northwest Ops. The graveyard may still be seen though fallen open days of profound neglect. The old Fenelon Road after crossing the boundary and slipping down the great limestone escarpment there very much diminished struck northeast over the Widow Tompkins farm, crossed McLaren's Creek by a stone bridge while still remains, midway between the two concession lines, and then ran thenceforward towards Cameron Many decades passed before anyone undertook to chisel a road down the cliff on the line where the main road now descends to McLaren's Creek

The earliest road to Oakwood went straight west from Lindsay crossing over a swamp on the 3rd and 4th concessions by means of corduroy.

Still another pioneer road ran southwest from the head of Kent Street West across country to Port Perry Fifty years ago its course was still very evident although it was then termed le Byes of that time pedestrians made use of it for convenience sake

Officials and Figures

The municipal history of Ops has followed a course similar to that in the other townships To 1842 Francis Kelly represented Ops on the first District Council held in Peterborough The first Township

Council comprised the following —Reeve William McDonnell, Councillors, John Gibb, Patrick McHugh Thomas Rea and Thomas Keenan. The Clerk was Dr William Bird Patrick McHugh was the first reeve of Ops after the separation and incorporation of Lindsay in 1857 is more recent times. John Kennedy and his son Peter have served successively as Township Treasurer for over fifty years.

The chief municipal undertakings in Ops have been the draining of the Long Swamp, west of Lindsay, in 1860 and of the Stoney Creek area in 1908. The latter scheme ran into trouble and the assessment from about Lot 9 Con VI was past Mosher and on into Emily and the other via Cunninghams Corners to Sulcm school. Thorough drainage was supplied for 1246 acres and an outlet for 3509 acres.

A large township hall of brick was built in 1861 at what is now the entrance to the Riverside Cemetery. When the old building was crowded with a nomination meeting on December 31 1906 the raised floor gave way with a crash and jagged rents appeared in the walls. The crowd knocked all the windows from their frames in the mad rush outwards that followed. No one was hurt.

The racial and religious elements are manifested by the decennial census returns of 1911. The races represented are —Irish 1638, English, 628 Scotch, 172. The church adherences are —Methodists 844, Roman Catholics 634 Presbyterians 456, Anglicans 274 Baptists 129.

The population of Ops in 1886 was 3191 in 1620, thirty four years later it had dropped to 1461. The township assessment had increased during that same period from $1,822,723 to $2,726,764 a valuation greater than that of any other township except Mariposa. A just reservation must always be made for the enhancement of land values by proximity to Lindsay, but urban conditions are not found any distance beyond the town limits and the most conscientious allowance will still leave Ops a very rich municipality.

(D) The Township of Eldon

The township of Eldon is named after John Scott first Earl of Eldon, who was lord high chancellor of England from 1801 to 1827. Eldon though a consummate judge was an unprincipled politician and a remorseless enemy of all reform. It should temper Canadian bitterness against the Family Compact to remember that in England itself such a reactionary tyrant was virtual ruler for fifteen years during the Liverpool administration.

The township which bears his name is a rectangle about twelve miles from north to south and nine from east to west. The superficial area is a little less than one hundred square miles. The neighbouring townships are Mariposa on the south, Fenelon on the east, Carden on the north, and Thorah in Ontario County on the west.

The soil in the south is excellent approximating to that of Mariposa. As one goes north however the soil becomes thinner and light-

or and the underlying limestones often crop out. An old pegmatical rock escarpment enters the township on Lot 7, Concession XI northeast of Hartley and travels west with many windings and deviations to leave it on Lot 11, Concession I, west of Argyle. The northwest corner of Eldon is crossed by the Talbot River and its extension Cranberry Lake. Two tributaries are Bultereel Creek near Bolsover in the northwest and Grass River in the northeast. A concession east of Kirkfield, Grass River expands into Mitchell's Lake, a small body of water which owes much of its present size to the building of the Trent Valley Canal through it. This latter work cuts across westward from West Bay, Balsam Lake, in Sedley, to Mitchell's Lake, thence northwest to descend to the Talbot River level north of Kirkfield by a fifty foot hydraulic lift lock, and thereafter twenty-one miles southwest down the Talbot River valley, though not always to its old bed in Lake Simcoe in addition to the streams already mentioned, small creeks flow east and west from the centre of the township into Balsam Lake and Lake Simcoe respectively. The sources of nearly all streams and rivers lie in wide tracts of swamp, which are a total loss to agriculture.

There are eleven main concessions in Eldon. The concessions are numbered from west to east and the lots from south to north. Concessions IX and XI lie some eighteen rods more or less east of the usual width. The name "Palestine" is applied locally to the northern two thirds of Concessions VII to X, and this neighborhood is further subdivided into "Upper" and "Lower Palestine".

The old Indian trail by which aboriginal travellers had for centuries crossed from Lake Simcoe to Balsam Lake lay in part across North Eldon and was the main route for pioneers here and to Bastey. The early settlers used an old point to cross the Grass River where it interrupted the portage trail to the 9th Concession. When the head was at one back travellers on the other side had to wait for some one to come from the opposite direction and bring it across to them. There is a tradition that one man waited in this way for two weeks. The story is hard to credit, even though the locality is all beaver meadow, without a single tree from which to make a raft.

In the early forties the government built a colonization road still known as the Portage Road, along the line of the old trail. To the north and south of this road lots were laid out forty-four rods wide and a mile and a quarter deep.

Survey and Settlement.

Eldon was surveyed by Henry Ewing in the years 1826 83. As in its sister townships, a loose primeval forest lay everywhere. Hardwoods predominated to the south, but north of the limestone escarpment white pine was supreme.

The first locations were made in 1827 by Ewing, the surveyor. Louis Wetter, whose father settled in Mariposa, two McFadyens, James Cameron and a Frenchman named Pascal Godefroy Ewing took up a block of land east from Ontario County along the Mariposa-

Eldon boundary as far as the modern Grass Hill at the end of the 6th Concession. The village of Woodville lies partly within this same tract, chiefly on Lot 1 Concession III and Lot 1, Concession II though much of it had spilled over on the Manvers side of the boundary Some of the early settlements were made here for Ewing said part of his land while he went ahead with the survey work for two years more.

In 1825 a party of immigrants from Argyleshire, Scotland arrived in Toronto and were offered land at a dollar an acre by Squire James Cameron who had already secured grants in Eldon. They were assured that they would find plenty of provisions at Beaverton and set out without supplies for that place by way of Yonge Street and Lake Simcoe. However they found almost destitute of stores and here they had to live for several days on maple sugar. Shelter was equally lacking and the women and children had to live in flimsy tents made of blankets while the men, under the guidance of Kenneth Campbell, went deeper into the forest to locate their lots and build log shacks. In August the families were transferred to "Big Peter" Cameron's settlement where they found some small cow potatoes. Finally in early autumn flour and pork were brought in from Newmarket at considerable expense, and the new settlers moved in upon their respective holdings. The members of this contingent were two families of McAlpines, the Moleyres, Campbells and McCorquodales, and one McFadyen, who had come from Mull by way of Glengarry.

At first they suffered great privations from the scarcity of food. Their flour had to be carried on a mule's back from Sunderland, fifteen miles away, where a settler named McFadyen had a small mill. Sometimes they poured rye on their corn and wheat to soften it and take off the hard shell. Fathers and mothers would chew grain into a pulp and then give it, like parent robins, to their children. John McAlpine brought in the first cow during the winter, and others followed next year. In the spring, leeks were gathered in the woods and used in soup.

In 1829 a man named Calder put up a mill at Beaverton which, according to one early customer, "cracked corn and squeezed wheat." There was no way of slacking the wheel of the small which grew thin upon it one thing new farms and the bread made was quite black, though not unpalatable.

In 1828 and 1830 a few more settlers entered Eldon. These were the Fergusons, Finns, McKeacherns, Rosses, Smiths and others. Then in 1831-33 a great many Pensioners took up land in the township and moved in. Amongst these in the south were the Ashmans, Bradys, Birmingtons, Driscolls, Dunns, Keefes, Lyons, Makins, Malones, McCulkes, McDonoughs, McGuires, Moleyres, Pedlys, Rileys, Thorneburys, Thorntons and Uncles. Further north were the Campbells, McKenzies, McCredies, Meikles, Merrys and Munros. Alexander Munro was the first settler on the site of Kirkfield.

A little later several families who had migrated from the island of Islay, Scotland to North Carolina removed in a body to Canada and settled in Thorah and Eldon. Among these locating in Eldon were the McLaughlins and Angus Ray, who later became the first Iowa ship clerk.

The early settlers as we have seen were predominantly Scotch. Later immigrations of English and Irish have tended to disrupt that homogeneity yet the Scotch have still a clear plurality over all others. The census of 1911 gave the following figures —Scotch 1359, English 615, Irish 617. Their denominational groupings were as follows —Presbyterians 1629, Methodists 647, Roman Catholics, 270, Anglicans, 105.

Roads and Railroads.

The earliest roads were blazed trails and wagon tracks that wriggled towards their destination along the higher ground as much as a whole day to drive with an ox-cart from Lornaville to Beaverton where in day a railway train covers the intervening eight miles in a few minutes. At first supplies were secured from Cameron's store in Beaverton but preference soon turned to Purdy's Mills, now Lindsay, which began to develop about 1830. The main route lay east to Cambray and then south to the old Fenelon Road. The villages at Cambray sprang into existence chiefly through its being an eligible though diminutive mill site on the main highway from Eldon to Lindsay.

The first railway in Eldon came in 1871, when the line from Port Hope, already completed to Lindsay in 1857, was carried through to Beaverton. This road cut across the southwest corner of Eldon, passing about two miles north of Woodville. In the following year another line the Toronto and Nipissing running from Toronto to Coboconk, in Hastey passed through Eldon entering just west of Woodville, passing north through the limestone escarpment by way of an old river valley opening at Argyle and leaving the township at the northeast corner. Eldon gave this latter railway a bonus of $44 000. The gift was beyond municipal means yet the development brought about by the new facilities for transportation ultimately justified the gratuity. A third railway the Canadian Pacific grain line from Port McNicholl, on Georgian Bay to Bethany Junction, in Durham County was built through Eldon in 1912. Entering from the west on Lot 17 Concession I. it parallels the great escarpment as far east as Dalston Lake Station then slips south through another valley gap in the cliff, and passes out into Mariposa southwest of Harley.

Record of Municipal Institutions.

In the early days Mariposa and Eldon were linked together as a single magisterial and militia division but each held separate town ship meetings. In Eldon these meetings were called once a year by Henry Ewing who had been made a magistrate. The first taxes were collected by John McAlpine and amounted to thirty dollars. The first assessors were Colin Campbell and Donald Gunn. Alexander

Campbell represented Elden on the first council of the Colborne District which gathered in Peterboro in 1842

Municipal institutions as we now know them were not up in 1850. The first township council included the following:—Reeve, Israel Ferguson, Councillors Archibald McFadyen James McPherson William McCredie, and Neil Smith. The officials appointed were as follows:—Clerk Angus Ray, Treasurer Donald Smith Assessor Duncan McEachern Collector John McLaughlin Superintendent of Schools Rev John McMurchy Auditors F W Stevenson and James McLaughlin. It is said that in signing his declaration every pathmaster twice viewer and pound keeper down to the humblest subscribed his own signature in full, an uncommon record in these pioneer times.

At first the council meetings were itinerant For several years the home of James McPherson was a favorite rendezvous In 1854 business was transacted in the schoolhouse at Section Number One, and in the following year a room was rented for One Pound at the home of Archibald Currie Lot 5 Concession 11 In 1856 the earlier nomadic system was resumed. After 1856 Woodville became the council's regular headquarters.

The population was 641 in 1838 and 851 in 1842 By 1860 the township including Woodville totalled 3462 and by 1920 had decreased to 2435, a shrinkage similar to that in the sister townships In 1820 the assessment was $22 643 00 and the taxes for all purposes $2827 11 The assessment of Elden and Woodville was $1 068 - 647 in 1866 and $2 852 607 in 1920

The Early Kirk in Elden.

Long before any churches were built the early settlers held religious meetings in their homes The first to organize these conventicles was Archibald Sinclair A weaver by trade from the Cams from Thurso also took an active part in these early meetings.

After a few years independent missionaries began to come in. One of these was a Rev Mr McPhail, of Sunderland The first regular minister was the Rev John McMurchy of the Established Church of Scotland. For more time he had to preach in houses and barns until a church was built on a lot of two hundred acres near Lornevile, which was donated by Squire Cameron McMurchy soon married and his parishioners then built a manse He died twenty years later By the eighties his old church stood empty, a bone of bitter contention between the Established Church and the Canada Presbyterian Church.

Village Centres of the Township.

Elden has a number of small villages, but here as in Mariposa the elements of growth have been lacking Woodville Lornevile Argyle and Kirkfield are all on the railroad but all are entirely without water power and even sufficient water for ordinary urban needs Belsover which once secured limited water-power from the Talbot

River in four miles from the nearest railway station. Glenarm and Harley have neither rivers nor contiguous railways. It is through no accident that the village crop has been meagre.

Woodville on the Mariposa boundary and partially within that township, is an incorporated village with a population of 400 in 1920, according to the assessment rolls. In early days the locality was known as Irish Corners. The first store here was kept by John Campbell, who was known from his religious persuasion as John the Baptist. The first blacksmith was Alexander Stewart, who lived on the Mariposa side of the boundary. Campbell's store was later rented by two Morrison brothers who added the manufacture of potash to their activities. Ardsana, other stores and the inevitable tavern grew up around the "Corners." At first the nearest Post Office known as Eldon was located a mile to the east but in the fifties it was moved over to Irish's Corners. The name of the latter hamlet was now changed to Woodville. John Morrison became the first postmaster in the village proper and retained the office until his election in 1867 to the first Dominion parliament as Liberal member for North Victoria.

In 1873 Woodville was made a police village administered by elective commissioners. The commissioners in 1881 were Peter McSweyn, William White and Roderick Campbell. Its chief industries at this time were a grist mill, two foundries, a cheese factory, a planing mill and sash and door factory. Steam was the sole motive power. The village had also a Town Hall, a lock up, three hotels and a number of stores and mechanics' shops. A weekly paper, the Woodville Advocate, which is now defunct, was established in August 1877 by Messrs Henderson and Cave. There were also two churches, a frame Methodist church accommodating 250 and a brick Presbyterian church built for $1,300 in 1877, with a seating capacity of one thousand. Woodville reached its peak of population of 556 in 1886, and has since declined. Great excitement prevailed in 1877 when it was proposed to change the village's name to Ontario. A plebiscite gave a majority of one vote for the new title but no further action was taken.

Lorneville is a village of 106 persons at the junction of the old Midland and Toronto and Nipissing railways two miles north of Woodville. It owes its existence to the railroad and some of its population consists of railway men and their families. As there have been no other stimuli to growth, the village has remained static for half a century. A recent directory lists a general store, an hotel, two weavers, and a huckstermaker. The name is doubtless a compliment to the Marquis of Lorne, son of the 8th duke of Argyll, who was governor-general of Canada from 1878 to 1883.

Argyle is on the Grand Trunk railway about two miles north of Lorneville. Its name commemorates the Scottish shire from which more than one of its early settlers hailed. The present population is somewhat

less than fifty. The business center comprises a general store, a black smith and two carpenters.

Folsover is a hamlet of about one hundred inhabitants situated on the Talbot River some four miles west of the railway. The village was founded by D McRae, M P, who built mills here in the fifties, was founded by D McRae, M P, who built mills here in the fifties, was founded by D McRae, M P, who built mills here in the fifties,

ther such growth is always desirable, is a matter for debate. It is sufficient here to note that the development of human communities depends far less on chance or local enthusiasm than on definite scientific laws

(E). The Township of Fenelon.

Fenelon Township reminds us by its name of Francis Fenelon, the famous seventeenth century Archbishop of Cambrai. France. Esperis assure us however that the township was named after the Archbishop's eldest brother who was a Sulpician missionary and explorer in Canada and founded a mission on the Bay of Quinte in 1668.

The superficial area of the municipality is about 108 square miles but much of this is made up of the water surfaces of three lakes Sturgeon, Cameron and Balsam. Sturgeon Lake is shaped roughly like a bent human arm with the elbow pointing southwards towards Ops the long fore arm stretching eastward through Verolam to Bobcaygeon, and the shorter upper arm extending north through the eastern concessions of Fenelon towards Fenelon Falls. The Scugog River flows in at the point of the elbow and is joined near its debouchure by McLaren's Creek a smaller stream that flows eastward through South Fenelon. Cameron Lake lies a mile north of Sturgeon Lake and twenty three feet above it. It is shaped somewhat like a potato four miles from north to south and two from east to west. It is drained into Sturgeon Lake by the Fenelon River and is reinforced at its northwest end by the united waters of the Balsam and Burnt rivers. The former flows from Balsam Lake a mile to the west and the latter from far to the north and northeast in Hathurton County. The two rivers mingle their waters just before entering Cameron Lake. Balsam Lake may be compared to a wolf's head with the long muzzle pointing southward as South Bay. Two long ears pricked up into Northwest Bay and the Gull River estuary, and the nose half represented by West Bay. It is a large lake and only the wolf's snout projects down into Fenelon township.

It is of interest to note that there are three small bodies of water each known as Goose Lake, all or near the south west and north boundaries of Fenelon respectively. The first is near the mouth of McLaren's Creek and about five miles north of Lindsay. This shallow pool was originally marsh land but has been made partially navigable by the building of a dam at Bobcaygeon. The second Goose Lake lies two miles north northwest of Cambray village in the deep moraine blocked valley of an ancient preglacial river. The third is just north of the mouth of Bayol River and is a small tract of flooded marsh.

The land surface of Fenelon is more uneven than in Ops and becomes increasingly hilly towards the north. The chief elevations are hames and eskers of morainic sand. The soil is best in the southeast, and the whole southern half of the township is of fair average value. Towards the north however stoneyness, hills and swampy depressions are more discouraging to agriculture.

Early Settlements in Fenelon

Fenelon was surveyed about 1822 but general immigration did not commence until more than ten years later

The earliest settler was Angus McLaren who many years before any formal locations were made, squatted just north of the creek which still bears his name. McLaren had a wife and four daughters and ultimately held some 1400 acres in this neighborhood. Much later than McLaren but still early in the settlement of the southern borders were the Edwards Weldons, and Tompkins. The heyday of McLarens Creek was in 1852 when Squire Kamut of Lindsay brought in a contingent of French Canadian lumbermen and cleared out the stream and its banks so that the largest squared timber could be brought out and floated down the Trent System to the St Lawrence and Quebec

Most of the early settlers in Fenelon came in by way of Peterborough, thence six miles by trail to Bridgenorth on Chemong Lake, and the rest of the way by rowboat or canoe across Chemong, Pigeon and Sturgeon lakes.

About 1833 John Langton settled on the east shore of the north arm of Sturgeon Lake on the modern Graham farm. Langton was an M A of Cambridge University, and a man of exceptional ability. It is therefore not surprising that he became District Councillor for Fenelon in 1842. Warden of Colborne District in 1847, member of parliament for Peterborough County in 1851, and Auditor-General of Canada in 1855

In the summer of 1834 William Jordan with his mother wife and four children became Langton's neighbors on Lot 19, Con XI. Magistrate George A. Jordan of Minden is a grandson of this William Jordan. Other early settlers in this neighborhood were James Cook, E Palmer and D S Willcock. Most of the pioneers in the Sturgeon Lake area were Protestant Irish, who had sought Canada after the passing of the Catholic Emancipation bill in the Old Land

In the centre of the township however, a different nationality was taking possession. About 1840, Isaac G. Moynes and Thos. Moynes shrank east from the Scotch settlements in Eldon into the dense swamps and woods of Fenelon. Here, near Lot 20 Concession V, they built the log cabin. Many Scotchmen like McNabs, Browns Gilchrists, Marchisons, McNevins and others, soon followed, and the central and western parts of Fenelon are dominated by Scotch Presbyterians to this day.

Later than Scotch and Irish, and much more numerous than either, came an immigration of English Nonconformists, who located chiefly in the neighborhood of Fenelon Falls.

The census for 1911 gives the following analysis of the township:—English, 1077; Irish, 592; Scotch, 625; Dutch and German 5; all others, 52. The religious groupings were:—Methodists, 1 155; Presbyterians, 530; Anglicans 214; Baptists, 196; Roman Catholics 76; Mormons 71; all others, 121. The census did not state whether

the seventy-one Mormons constituted a single household

Laid around Cameron Lake was granted in early times to Duncan Cameron a Toronto banker and Family Compact politician From this circumstance the lake derives its present name The actual pioneers however to whom the credit is due for the clearing and settlement of this locality were John Bellsford John McIntyre Hamilton and Samuel Boyce James Humphrey and Robert Donnelsone who became County Judge of Peterborough in 1838

The Village at the Falls.

At the southwest corner of Cameron Lake its waters passed in a considerable river thundered down twenty three feet over a limestone cliff, and then boiled and steamed through a rocky gorge to Sturgeon Lake half a mile distant The conditions of the day made the banks of this cataract an inevitable mill site and willimately a village site, known first as Cameron s Falls and later as Fenelon Falls

According to the Ontario Domesday Book Lot 23 in Concession X, which includes the falls itself and the heart of the modern village was patented to the Hon Duncan Cameron Lots 38 39 and 40, Con XI (northeast of the village) were granted to the Earl of Mountcashel and Lots 21 22 and 24 Con X Lots 22 and 23 Con IX and Lots 21 24 and 25 Con XI (all adjacent to and partly included in the present village) were deeded to James Wallis and Robert Jameson

In 1841 Wallis and Jameson aided Cameron s tool to their hold ings and built a grist mill on the left bank of the falls almost of the modern road bridge The stones for this mill were brought all the way from Toronto on sleighs in the wintertime

In 1851, this first establishment was demolished and separate grist and sawmills were built on the same site In 1851 the first steam boat of the Kawartha lakes the Woodman of Port Perry arrived in Fenelon Falls on her maiden trip The following year James Wallis had the Ogemah built at Fenelon Falls in order to carry his lumber to Port Perry whence it was towed to Port Whitby At the launching of the Ogemah a great celebration was held and a free banquet furnished at Wallies expense to the population of the immediate neighborhood

This feast was perhaps a minor undertaking yet a real village was beginning to take form on the east bank of the river The growth of the grisling and lumbering business called for more hands The first blacksmith, Jeremiah Twomey, who was later a prominent citizen and a considerable landlord arrived about 1850, in that year James Wallis opened up a store and a mill named Cowstock built a log tavern on the site of the later McArthur House near the modern locks There was also a post office, in charge of William Powles, and an Anglican church and parsonage

The first Anglican incumbent the Rev. Mr. Fidler met a tragic death. He used to hold occasional services at Willock's Settlement on the Dunsford south of Sturgeon Lake and would be rowed thither a distance of ten miles by two of his parishioners. One Sunday the little party had returned from such an expedition and had portaged above the falls on the south side preparatory to crossing over to the parsonage which stood on the north shore a little farther up. The row boat was set to the water and the rector and one of his canoemen climbed into it. The current here just above the falls was very swift, but could be negotiated with care and hard rowing. While the rector was getting to his seat, his companion held the boat fast to shore by seizing some juniper branches. But either through thoughtlessness or a misunderstanding of orders he let go too soon and the boat swung out into the current. His companion were confused and could not adjust the oars in the rowlocks before it was too late. With cries that could be fatally heard above the roar of tumbling waters they were swept over the dam and then over the falls where their boat was shattered into kindling wood. Their bodies were found next day in the pool just below the falls.

As late as 1851 there was only a narrow trail through the woods down the modern main street but Wallis saw had it cut out to full road width, floored it with slabs from his lumber mill, and covered the slabs over with gravel. He and Jamieson also had the left bank of the river surveyed and plotted into village lots. In 1854 Wm. Martin opened the Clifton House now the Kawartha Hotel. James Fitzgerald opened a store on Colborne Street and the village grew steadily by the arrival of tradesmen and mechanics until 1863 when the mill burned down.

The mill property was then bought by one Sutherland Stayner and lay idle for a long time to the great detriment of the village. Then it was leased and later bought by R. C. Wallis of Port Hope and a Mr. Waddell of Cobourg. The new mill built by Smith and Waddell brought immediate prosperity to Fenelon Falls. A growing trade in lumber centred here. In 1872 there were three large mills, those of J. D. Smith and Company of Hilliard and Mowry and of Greer and Ellis whose annual cut of pine alone totalled nine hundred and five million feet respectively.

In 1873 the Victoria Railway began to build north from Lindsay and its advent was a further stimulus to the growth of Fenelon Falls. In 1873 the late Mr. E. D. Hall who had founded the Lindsay Advocate in 1855 and the "Sheepy-goose Independent" fifteen years later, now launched the "Fenelon Falls Gazette" a weekly newspaper of Liberal proclivities. The "Gazette" after forty eight years of existence, still carries on its present publishers are the Robson brothers formerly of Lindsay.

Incorporation as a village came to Fenelon Falls in 1875. The first Village Council was composed of the following:—Reeve J. D. Smith; Councillors J. W. Fitzgerald, Joseph McArthur, William Jordan and Richard Jackson.

Fenelon Falls had long been the upper terminus for navigation on the Kawartha Lakes but in 1832 the Federal Government at last agreed to build locks and a short stretch of canal by which to render the upper lakes accessible. The engineers did not attempt to lead the canal up the natural watercourse but cut out their channel through the steep limestone bank to the north of the falls. Mr. A. P. McDonald, an American, made the lowest tender for construction and was awarded the contract. The first blow was struck on October 17, 1832, and the first rock blasted nine days later. Volley rather than discrete blasting marked these operations and large masses of rock crashed into dwellings hundreds of yards away. The locks were to be two in number, thirty-three feet wide and three hundred feet in total length. The rise for the lower lock was to be thirty-six feet, and for the upper lock twenty-two feet deep. The canal from the upper lock to Cameron Lake was to be sixty feet wide and twelve feet deep. This new channel was opened for navigation in the summer of 1835.

That same year saw Fenelon Falls reach the peak of her prosperity. Her population was then 1212 and has since decreased steadily until in 1939 only 827 inhabitants remained. The wane of lumbering in the country to the north has meant the decline of Fenelon Falls, for it was chiefly on lumbering that she had grown. The completion of the Trent Canal has made her only a way port instead of a terminus for lake trade. Electricity has been developed here but most of it is transmitted elsewhere on the Hydro-Electric Commission's Central Ontario 44,000 volt circuit instead of being utilized industrially in the immediate neighborhood. A recent directory credits the municipality with two flour mills, two sawmills, a wood-turning mill, a woollen mill, four hotels, six churches, and about twenty stores. The future of the village would now seem to be dependent on summer tourist traffic and far more vitality on the economic services that it may render to the country districts near by.

The ethnic racial constituents of the population in 1911 were — English, 422; Irish, 346; Scotch 135, French 46. The religious denominations at that time were made up thus — Methodists 489; Presbyterians 202, Anglicans 138; Baptists 101; Roman Catholics, 88.

Farm Villages and Summer Villages

There are few other villages in Fenelon Township, built chiefly on Lots 5 and 8, Concession I, on the main road from East Bolton to Lindsay, was so named because at the mistaken idea that the township had been named after Francis Fenelon the Archbishop of Cambrai, France. Its population is largely made up of retired farmers, among whom Scotch Presbyterians perhaps predominate. A small mill-stream which runs through the village was probably the deciding factor in the choice of its site but its industries have never developed greatly and its population has seldom exceeded two hundred and fifty. In February 1842 oil was struck near here at a depth of 350 feet, but its development never prospered to recent years busi-

mess and occupation have been carried on locally by three general stores, a mill run by A. E. and W. F. Weir, four masons, three carpenters, three blacksmiths, one cheesemaker, one thresher, one harnessmaker, and one doctor.

Cameron, four miles east by north from Cambray, is a much smaller village, with a station on the Haliburton Division of the Grand Trunk Railway. Like Cameron Lake, it is named after Duncan Cameron, an early Toronto banker. The neighborhood is chiefly noted for its recurrent epidemics of heterodoxy under various forms during the past eighty years.

Sturgeon Point and Pleasant Point are summer villages. The former is incorporated, with a tax-roll of 141 and an assessment of $47,373. In summer these cottage communities on the opposite shores of Sturgeon Lake are thronged with urban residents; in winter all is deserted. From the earliest times the hardwood groves at Sturgeon Point were a favorite rendezvous for picnics and excursions. The first regatta here was held in 1841, eighty years ago. All pleasure on that occasion was marred by the drowning of a Mr. Wetherup, who upset from his canoe while in the act of taking off his coat. He was a powerful swimmer but, with his arms thus pinioned, behind him he was too at once. Thirty-five years later, Captain George Crandell of Lindsay, the chief promoter of navigation on local waters, realized the possibilities of Sturgeon Point as a summer village and spent some $25,000 in developing it towards that end. In 1876 he built a large summer hotel the management of which was undertaken by W. H. Simpson. Crandell also purchased an extensive tract adjacent to the hotel and platted out lots for summer cottages. These were quickly bought up and built upon, and thus began the summer colony at the Point. The first regatta under the auspices of cottagers was held on September 18, 1878. The event of the day was a double canoe race in which two Rama Reserve Ojibwas named Yellowhead won by a narrow margin from Whelong and Tobico, two Mississagas from the Chemong Reserve. The winners paddled a birch bark canoe at sixty strokes to the minute. There were several white entrants in this open race, but all were left hopelessly behind by the two Indian crews. About this time a black bear was found roaming about near the hotel and was disposed of by excited hunters. The hotel was destroyed by fire in 1898, but the village about it has continued to flourish. Pleasant Point or Hay's Point is a more recent summer village on the lake front to the south. The Jobe Hay farm its ratepayers are even now seeking incorporation.

It is a somewhat effete existence that these large community summer resorts offer to anyone possessed of youth and vigor, but they are a true paradise for little children and a healthful week-end refuge for urban workers who have no vacation in which to sally by canoe into the magnificent wilderneses of North Victoria and Haliburton.

Population and Assessment.

Fenelon township attained its maximum population in the eigh-

ties and has since declined rapidly in 1886 the township, including Fenelon Falls, rated 3563 inhabitants. In 1920 the county records showed a total of 2644, a decrease of over thirty three per cent. The nominal assessed value of all property in the township and its villages was $1,066,894 in 1886 and in 1920, $2,213,460, or a little more than twice the earlier estimate. However Dun's price indexes for 1886 and 1920 are in the ratio of 36 to 260, so that on this basis the present assessment amounts to only $643,376 in terms of 1886 values.

(F.) The Township of Verulam.

Verulam township is named after James Walter Grimston Earl of Verulam (1775-1845), who was brother-in-law of Lord Liverpool the colonial premier of England from 1812 to 1827. This Canadian municipality seems to be Grimston's sole claim to reputation for one seeks in vain to mention of him in any dictionary or encyclopedia.

Verulam is bounded on the south by Emily on the east by Harvey township, (in Peterborough County), on the north by Somerville and on the west by Fenelon. In plan it is a rectangle, of ten concessions, or eight miles, from west to east and some thirty two lots or about twelve miles, from south to north. The east arm of Sturgeon Lake runs some distance across the township in an east northeasterly direction. About two-fifths of the land area lies to the south of the lake and the remainder to the north. On the eastern boundary Sturgeon Lake finds an outlet into Pigeon Lake by two channels, on either side of a considerable island. The north or main channel is known as North River and the less large stream to the south as "Little Bob," an abbreviation of the name Bobcaygeon, itself a corruption of the Indian title for the "shallow rapids" in North River. The name Bobcaygeon is now applied to the incorporated village which has been built partly on the island and partly on the mainland to the north. About the centre of the southern boundary is Emily Lake a mile and a half in length and like a human stomach in outline. It is fed by Emily Creek, which flows down from Emily township through a wide stony valley, and is drained into Sturgeon Lake by the same stream. Other creeks flow into Sturgeon Lake from the north, and two small streams divided from the others by a watershed actually run northwest into the Fenelon and Burnt rivers respectively.

Most of the township north of Sturgeon Lake is broken and rocky, with an interspersion of shallow swamps. The area south of the lake is considered profitable for farming but there is much drowned land along Emily Creek and a great cranberry marsh extending from Emily Lake eastward in Pigeon Lake. The timber in early times was chiefly pine with an intermixture of hardwood.

Survey by John Houston in 1831

The government survey of Verulam was conducted by John Houston and completed by 1831. The township was placed on the market

in 1832 but as much of it was seized upon by speculators that settlement was retarded for many years.

Long before the government survey, an Indian trader named Billy McKeough had located on the site of Bobcaygeon village to do business with the Mississaga Indians of the neighborhood. The Smiths of Port Hope also traded with the Indians hereabouts, and tradition states that in buying beaver skins at ten dollars a pound they would place a hand on the scale to represent one pound and a foot to represent two pounds.

First Settlers Hunter and Bell

The first serious settlement of Verulam was in 1832 when John Hunter located in the southeast corner at the township and Wm Bell near the Harvey boundary, north of Bobcaygeon in the fall of that year John McFeeters settled near the Emily boundary and some Frasers and McAndrews near the Fenelon boundary.

These pioneers, and almost all others who came to Verulam for the next fifty years, entered from the east. They would come on foot or by ox cart from Peterborough north west to Bridgenorth over six miles of miry, log-strewn trail. From Bridgenorth they would proceed by punt some hateau or canoe up Chemong or Mud Lake and through the narrows at Oak Orchard into Pigeon Lake. Al Bobcaygeon all luggage would be portaged but before the building of a dam the steam and punts would be poled up the rapids Sturgeon Lake was thereafter the trail for those proceeding further west.

In 1833 some Fermanagh Irishmen who had located in Harvey in the previous year moved across the boundary and took up land near William Bell. Among these were the Grays Murdochs and McConnells. William Junkin John Stewart, and others settled in the north centre of the township and Matthew Ingram east again from them.

Most of the land immediately adjacent to Sturgeon Lake was taken up by retired army and navy officers and by English gentry. On the north shore the Vesalius Wickams, and Edward Attle entered in 1833, the Boyds in 1834 and the Dunsfords in 1837. The head of the latter household was the Rev James H. Dunsford, (1786-1852), who was an M. A. of Oxford and rector of Tretherne, Gloucestershire. In 1844 he retired from Verulam to Peterborough where he edited the "Gazette" for several years. His sons James W. and Hartley Dunsford, established a shingle mill on the north shore near Red Rock. The former was many times Reeve of Verulam, while the latter was appointed Registrar of Victoria County in 1858 and died in Lindsay in 1891.

Along the south shore of Sturgeon Lake were the Darcanes, Frasers Johns and Thompsons.

"Scotch" and "Military" Lines.

The "Scotch Line" between Concessions V and VI from Sturgeon

Lake south to Emily Lake, was first settled in 1833 Early in that year Captain Andrew Fraser a Scotch veteran of Waterloo located here on the lake shore. That same autumn brought a Highland Scotch contingent of two single brothers named McDonald, a McBain with a grown up son and daughter and Robert Robertson with his wife four little children and a course. The men had come in first to build log shacks leaving their families in Peterborough When the rude dwellings were ready they brought in the remainder of the party by ox cart to Bridgenorth and thence through Chemong Pigeon and Sturgeon Lakes by canoe They camped on the open shore of Sturgeon Lake on the night of October 29 1833 and awoke next morning to find the lake frozen solid These family settled on Lots 9 and 10 Concession V and Lot 10, Concession VI Robertson and the McDonalds had brought whip saws with them from Scotland and by rigging up sawpits soon prepared their own boards for walls, doors, benches and bedsteads Some years later other Scotch families located along the same road The Private Robertson one son of the pioneer Robert Robertson still survives on the old homestead.

The road between Concessions VI and VII was settled by pensioners the Lithgows Murdochs, Grays Hamiltons, and others, and was therefore called the Military Line The next line to the east was taken up by Irish Protestants such as the Longs, Steeles and Middletons

The area to the west of Emily Creek was taken up by four families of Thurstons three families of Bells and the Kennedys McCollums Irelands, Flynns and Sheriffs

The first white child born in Verulam township north of Sturgeon Lake was a daughter of Matthew Ingram The first baby south of the lake was John Robertson a son of Robert Robertson

The Mill Village of Bobcaygeon.

The virtual founder of Bobcaygeon was Thomas Need who in 1832 was granted 400 acres of land on and adjacent to Bobcaygeon Island as a bonus towards building a sawmill and a grist mill for the new township The sawmill equipped with a single upright saw was built first and for a time all the settlers both north and south of Sturgeon Lake had to take their grain by a trail south from the Scotch line to Wm. Gottingham's mill at Metcalfe. Even when Need did add a pair of grinding stones to his equipment he still went without a belt for a long time He opened the first store in Bobcaygeon and was also the first postmaster The government had reserved and surveyed a townsite on the north bank of the river, but the miller, with characteristic enterprise had streets laid out and lots platted on his island by John Reed and the villages of today occupies parts of both sites. He sold out his interests in 1844 to Measom Boyd and left the neighborhood never to return.

Other citizens of Bobcaygeon in 1832 were Campbell Sawyer on the north side of the river and two men Forrest and Long by name

who lived in log cabins at the head of the Island. In 1834 John Henry Taylor and Charles Bailey came to and lived with Forrest Soon after forward James McConnell built the first frame house of the village (on the north side of the river) and opened it as the Travellers Home. The raising of the Beckhorn dam in 1841 isolated this tavern from the mainland and a mere satisfactory building was therefore erected on the present Rochford House site.

Edward Lyte opened the second store in Bobcaygeon. Later business men were E T Harlow, W McManus, W E Read, J T Robinson and J H Thompson.

A lack of harbourage was undertaken as early as 1834 by Messrs Pearse Dumble and Ring, contractors for the prospective remunerations of £1500. The unsettled state of the country and the outbreak of 1837 kept the work in check but it was completed by 1840. Thomas Need was at this time one of five Commissioners for superintending the improvement of the navigation of the Newcastle District. His successor, Marsom Peterson also took an active interest in the canalization of the Trent system and when after decades of apathy the government began to the investitos to shoulder further extensions he had a voluminous report prepared at his own expense. The Bobcaygeon look has been rebuilt in 1857 and in 1421.

The first divine service at Bobcaygeon was a souvenirs held in McConnell's tavern by the Rev Mr Edwards, a Baptist minister from Peterborough. Sunday school was carried on by Forrest's log cabin on the island. The first Quarterly Board of the Methodist church met on May 10, 1856 and consisted of George Rich, Thomas Taylor, James Rayley, and James Thurston. The efforts of this Board and of the Rev John Dowter then pastor succeeded in erecting a frame church, which was opened in 1862. 100 seats were glass branches and the means of illumination tallow candles. This church has since been extensively remodelled in 1883, in 1873, and in 1914.

The Methodists are the strongest denomination in Bobcaygeon, but the Anglicans and Presbyterians do not lag far behind. The religious section of the 1911 census gave the following figures — Methodists, 938; Anglicans, 316; Presbyterian, 280; Roman Catholics, 56; Baptists 36.

Bobcaygeon Since Incorporation

Bobcaygeon became so incorporated village on January 1 1877. The following citizens constituted the first Council —Reeve, W E Reid; Councillors, Charles Readfield, J L Reid, E. Bollum and John Kennedy; J G Edwards was Clerk and Treasurer. A Village Hall of red brick was erected at a cost of $2500.

The population at this time has been estimated at about one thousand. Local industries were flourishing. There were sawmills, a shingle mill, a carding mill, a grist mill, and a tannery. Lime was prepared on an extensive scale, one kiln turning out one hundred barrels of lime daily. There were also quarries of lithographic stone

about three miles from the village. Petroleum deposits had been located in 1846 but a company formed locally for its development was unsuccessful.

A weekly paper, the "Independent," had been begun in 1871 by H. D. Meade who had founded the "Advocate" in Lindsay in 1856. In 1873, Meade removed to Fenelon Falls and there established the "Gazette." The "Independent" was thereupon taken over by C. E. Stewart, who, aided by his daughter, edited the paper for many years. Mr. A. Warren has been a more recent publisher.

For many years Bobcaygeon's greatest handicap was isolation from the outer world. The village was eighteen miles from Lindsay by road and still more remote from Peterborough. Railroads were late in coming in, and sister villages like Fenelon Falls and Coboconk had train service thirty-five years before the first locomotive entered Bobcaygeon. However, traffic used to come by steamer from Lindsay or Bridgenorth but in winter the village was sealed away by the frozen lakes. There had failed, from attempts at railway-building. In 1874 the C. V. R. [illegible] more Railway planned to extend their line to Bobcaygeon and Fenelon Falls but the corporation was already bankrupt and the proposal came to nothing. Then in December 1889 twelve Victoria County men: Messrs M. M. Boyd, John Petre, John L. Reid, George Mick and Wm. Needler (all of Bobcaygeon) and Messrs J. R. Keenleyside, W. McDonnell, J. D. Flavelle, D. J. McIntyre, J. F. Dobson, John Kennedy and John Macdonald (all of Lindsay), applied to the government at Ottawa for a charter for a Bobcaygeon, Lindsay and Pontypool Railway. This charter was granted on the 26th of March, 1890 and a subsidy of $51,200 voted two months later. A further grant of $38,400 at the next session of parliament was in prospect, but the deaths of Adam Hudspeth, the member for South Victoria, and of Sir John A. Macdonald, who had been acting Minister of Railways, and had transacted all business with the new Company, disappointed the directors. Then the township of Ops proceeded to reject a bonus by-law and the railway project ultimately succumbed to dry rot. A more ambitious enterprise was launched in Peterborough in 1891 when a number of citizens headed by John Burnham, Q. C., sought to promote a Peterborough and Sault Ste. Marie Railway which was to pass through Bobcaygeon on its long run northwestward. However, the company could not secure even a charter from the Abbot administration and the whole scheme evaporated. It was not until 1904, when the Canadian Pacific Railway completed a branch line from Burketon through Lindsay to Bobcaygeon, that the Verulam village was locked up with Ontario's rail transport system. The advent of the railway was too late to establish prosperity in the face of depleted forest resources and an adverse banking system. The population which long was stable at over one thousand had dropped by 1920 to a scant eight hundred and forty-four. Summer tourists however may one enter freely, and will doubtless increase in numbers and enthusiasm as the natural advantages of the village become more widely known.

Slow Development of Verulam

The township proper developed very slowly because of the number of land speculators and absentee land-owners. In 1842, ten years after settlement began, there were only 33 householders in the combined area of Verulam and Harvey. Even 1850 found less than twenty miles of waggon road in all Verulam. The land speculator was the curse of the township as for that matter of all other townships in Victoria.

On the introduction of municipal institutions in 1838, Verulam was associated with Fenelon and Bexley for administrative purposes. The first Council comprised the following:—Reeve, John Langton; Councillors, James W. Dunsford, William Stoddart, Samuel Brooks and John Thurston. The Clerk was William Powles, the postmaster at Powles Corners.

The racial constituents of Verulam in 1911 were as follows:—Irish, 1579; English, 628; Scotch, 272, all others 44. As for churches, the Methodists were in the ascendent the figures being as follows:—Methodists, 584; Anglicans, 424; Presbyterians, 370; Baptists, 183; Roman Catholics, 33. The peak of population was 2223, reached in 1881. The assessment rolls of 1920 show a recession to 1535. The present valuation of the township is $1,330,844 or almost equal to that of Fenelon.

Some Verulam Hamlets.

Verulam has no other villages at all comparable to Bobcaygeon in size.

Dunsford on lot CRR, or and adjacent to Lot 8, Concession III, has a population of about forty. The locality was once known as Sheriff's Corners and also as Willcock's Settlement, but was later renamed in honor of the Dunsford family. The first Methodist church here was built in 1833. This was replaced in 1886, during the pastorate of the Rev. W. M. Pomeyea, by a new sanctuary of red brick. A recent directory credits the village with two stores, two smithies, and a cheese factory. An Adventist hermit lives deep in the pastoralia of a huge swamp two miles east of Dunsford.

Fairbairn, Red Rock, Sandy Point, and Thurstonia are rural post offices. Fairbairn is situated on Lot 23, Concession VI, in the northeast of the township and is named after Charles W. Fairbairn, a Verulam farmer who represented South Victoria in the House of Commons from 1890 to 1896. Red Rock post office, on Lot 18, Concession V, a mile north of Sturgeon Lake, derives its name from a massive and striking monadnock of red granite which pushes up through the prevailing limestone strata on Lot 16, Concession IV, a little to westward. Sandy Point is east of Sturgeon Point on the north shore of the lake. Thurstonia is a summer resort on the south shore and is called after the Thurstons who have been numerous and prominent in this part of the township.

Ancona Point is a station on the C P R half way between Dunsford and Bobcaygeon It was built to serve Scotch Line and was to have borne that name but one or two local men held stubbornly by conceptions of their own and the C P R finally settled the dispute by adopting the present Italian title which is utterly without relevance to any aspect of any part of the township

Chapter III.

An Agricultural Transformation

The past history of the six southern townships, Emily, Ops, Mariposa, Verulam, Fenelon and Eldon, and especially of the three first named, has been closely bound up with the cultivation of the soil in its starkest essentials. The history of South Victoria is the history of agricultural development in a forest area, and any annalist who deals with town and village life to the neglect of this fundamental aspect of the region will falsify the true meaning of one hundred years of local history.

The agriculture of the century under discussion falls into two approximately equal periods of development. From 1821 to 1871 was the era of pioneering when the demolition of the forests still absorbed most of the energies of the people. From 1871 down to the present may be seen the free development of modern mixed farming along certain broad lines and in accordance with certain formative factors.

A final impression of the changing aspects of agriculture throughout the century may be had from the subjoined table of statistics. The figures for 1832 which represent the pioneer period, have been marked out from the census and the Assessment Rolls. The data for 1882, 1883, and 1923 are collated from the annual reports of the provincial Bureau of Industries established in 1882. The statistics chosen have been carefully compared in all respects with those of the harvests in adjacent years, and in each case have been found to belong to an especially favorable season.

Victoria County Crop Statistics.

Products	1850	1882	1883	1923
Fall Wheat, bus.	134 825	324 722	147 714	212 850
Spring Wheat, bus.	none	730 255	198 851	149 054
Barley, bus.	8 849	844 752	472 478	537 703
Oats, bus.	101 758	1 154 283	2 073 702	2 722 884
Rye, bus.	1 252	22 254	33 211	26 225
Mixed grains, bus.	none	none	none	394 323
Corn for husking, bus.	1 337	66 283	84 263	7 893
Fodder corn, tons	none	none	13 337	81 217
Hay and clover, tons	5 519	21 158	47 884	71 269
Alfalfa, tons	none	none	none	1 833
Flax, bus.	none	61	none	1 333
Buckwheat, bus.	448	8 320	68 882	135 829
Peas, bus.	37 903	289 389	303 285	78 483

Beans, bus.	none	2,394	6,810	1,854
Potatoes, bags	136,152	364,052	809,120	312,360
Turnips, bus.	43,473	1,051,960	2,115,116	1,278,008
Mangels, bus.	252	236,400	638,263	302,400
Carrots, acres	none	266	none	17
Sugar Beets, bus.	none	none	none	14,400
Hops, acres	none	25	none	none
Horses	1,914	10,982	12,779	13,870
Sheep	12,317	56,122	46,358	30,776
Cattle	8,253	41,329	43,984	32,705
Swine	6,715	12,153	22,521	23,847
Poultry	no record	105,966	182,365	186,591

Comparisons and Contrasts

It will heighten the comparison of these figures when we consider that in 1850 the rural population of South Victoria was about 9400 and that in 1920 the farming population in this same area totalled approximately 9735. In other words, the number of people on the land last year and in 1850 were almost exactly equal. The farm crops for the two years, however, form an amazing contrast, when explanation must be sought in the conditions of the times. In 1850 virgin forest still covered the greater portion of the land. The area under crop was 9,628 acres in 1850 and in 1920 196,600 acres, or more than ten times as much. The farmer in the fifties was glad to have cleared sufficient land around his cabin to enable him to sow enough wheat oats, potatoes, and turnips (less table) for himself and his stock. Other crops were almost unknown. The chief exports were pot ash products but pine and oak lumber and potash. The latter product was secured by leaching the wood ashes that were so plentiful in times when merely to clear the land, were after save of the finest timber could be hewn down in windrows and fired. In 1842 there were 1021 potasheries in Upper Canada. The potash from Eldon township was at one time graded as the best on the Montreal market.

When we turn to the figures for the modern period of agricultural history, we find the emphasis given over exclusively to farming. The improved acreage including pasturage was 250,000 acres in 1882. By 1920 this had increased by only 92,000 acres. Modern farming was thus already definitely established in the former year.

The figures as given do not however show a steady unbroken development in every line. Some crops once highly favored are now neglected and others unknown forty years ago are now looked upon as essential. It will be not uninstructive, therefore, to take the products item by item as they appear in the statistical table, and consider the influences at work behind the scenes for every marked change in the production of any major crop has some definite explanation. Most of these alterations in farm products are due to the increased complexity of modern farming to the disappearance of certain crops are not suited to this country, and to the loss of certain markets

Fall wheat, the first cereal listed, has maintained its position fairly well. The drop of nearly 50 per cent in 1896 is due to the starvation prices then current. In 1892 fall wheat had sold for $1.01 the bushel, by 1894 it had dropped to fifty-five cents. A later recovery in prices has brought the output back nearer to old levels. Fall wheat is however only a semi-minor crop.

Time has proved that spring wheat is not a paying crop in Ontario, and last year's yield was less than one-fifth of the crop of 1892. It is probable that the next generation of farmers will discard it entirely.

Barley was formerly grown for malting and shipped extensively to breweries in the United States. An embargo against Canadian barley caused the first falling off. The diminished crop of today is used largely for fodder.

Rye flourishes on a sandy loam, and no most of South Victoria is a heavy clay little is ever sown.

Mixed grains constitute a new and popular crop unknown in earlier times. It has been demonstrated by Professor C. A. Zavitz of the Ontario Agricultural College, Guelph, that barley and oats sown together give a better yield than when sown separately. The barley is a surface feeder and matures early. The oats strike deeper and ripen more slowly, and the two cereals seem to co-operate after a fashion. The resulting mixture makes an ideal crop for all purposes.

Another new crop is fodder corn. Corn for hosking has dwindled down to a mere minimum necessary for seed purposes, but the growing use of silos for fodder storage has almost revolutionized the dietary of farm stock. The change since the nineties when ensilage was unknown has been phenomenal.

Hay and clover show a steady normal development. The crop has increased by more than one half in the last twenty-five years. Alfalfa and sweet clover are popular with a few individual farmers, but have met with no widespread adoption.

The vagaries of war-time markets brought about a mild interest in flax. The permanence of this crop is problematical.

Buckwheat has been planted more and more in recent years. The output in 1921 was more than twenty times that of 1893. The explanation lies in the increasing shortage of farm labor. Buckwheat is not a particularly satisfactory crop, but it can be sown late on the spring program and is therefore adopted then by farmers who find that the lack of help has made a full planting of earlier products an utter impossibility.

Peas have now only a shadow of their former importance. A country wide plague of weevils began the slump in peas, but this pest has now been unknown in Victoria County for more than a dozen years. The real reason for present unpopularity is the precarious success which attends this crop. A hot dry spell during the blossom season seems to cook the immature ovaries and ruin all hope of development.

For beans potatoes, and roots the soil throughout most of the county is much too heavy. Sections of North Emily (near King's

Wharf), and parts of West Fenelon and East Eldon are sandy enough to make these crops ideal. Some farmers in the Moyniers' Settlement area in Fenelon have realized this fact but elsewhere in these tracts of lighter soil little attempt has been made to develop the crops that best suit the land.

In the case of roots, the obduracy of our Victoria County clay is not the only factor in reducing output. The scarcity of farm labor and the consequent difficulty of giving these crops proper cultivation have also contributed to their decline. Moreover, in stock administration, corn ensilage is steadily taking the place of turnips and mangels.

Two or three farmers have begun to plant sugar beets. The harvest is smaller to the acre than in the case of turnips but the fixed value is greater, since the sugar beet contains from fifteen to sixteen per cent. of sugar.

A small but illustrious crop, for which no exact figures can be secured, is alsike clover seed. Ontario produces the bulk of the world's alsike seed supply, and of this total approximately one-fifteenth comes from Victoria County. Further the Dominion Seed Commissioner, Mr. G. H. Clark of Ottawa, has stated that the Victoria County seed is the best in the world. This is surely a record in which our farmers may feel legitimate pride. The alsike clover of the county is grown almost exclusively in Mariposa and Ops though Fenelon township is beginning to take an interest in the crop.

Rise of Dairying.

For more important than minor changes in crops and to a certain extent causing them, choice of crops has been the development of dairying. This is indeed one of the outstanding features of Victoria's second half-century. The pioneers who were practically all Irish, English or Scotch, brought with them no ancestral love for fine cattle. In early times they kept all the stock that their little clearings would maintain, though even this often means a very limited collection. As the forests slowly retreated the herds grew in number and extensive mixed farming became a reality in some of the older parts of Ontario a period in which wheat-growing predominated intervened between the pioneer period and the modern mixed farming period. Such was the case in York county which in 1851 produced over two million bushels of wheat. In Victoria, pioneering was much delayed and dairying followed close after the era of lumbering.

From 1870 to 1900 the co-operative cheese factory was the focus of dairy enterprise. Since that time the creamery has gradually displaced the cheese factory.

The co-operative companies were easily organized. Half a dozen or more farmers in a locality drew up an agreement in accordance with a special Act passed for the purpose and registered this agreement at the county registry office. Sufficient money was subscribed to build a factory and equip it. A committee of management was appointed. Fifty or more farmers agreed to send their milk daily to the

factory where it was made into cheese by an expert. Careful record was kept of the milk supplied by each patron and also of its quality in value for cheese. The products were sold and the surplus after deducting the cost of making and selling was divided among the patrons according to the amount of milk that each had sent. In Victoria County in 1897 there were 1047 patrons of cheese factories. Their contribution of milk was about fifteen million pounds and their net returns $95 884.

In 1870 there were no cheese factories in the county. In 1898 there were sixteen, as follows:—

Name	Secretary and Address
Palestine	Samuel Truman, Kirkfield
Lorneville	James McAlpine, Lorneville
Maple Leaf	John Read, Downeyville
Omemee	H. Stephenson, Omemee
Cambray	E. G. Lytle, Cambray
Cameron	Manley Mayhew, Cameron
Little Britain	O. J. S. Yeamley, Little Britain.
Mariposa	David Rogers, Linden Valley
Valentia	Joseph Mark, Valentia.
North Ops	John Jackson, Lindsay
Reabro	Joseph Brewn, Reabro
Bobcaygeon	Geo. W. Taylor, Bobcaygeon
Dunsford	John McDonell, Dunsford
North Verulam	Emerson Tiers, Fairbairn
Red Rock	Wm. Peat, Red Rock
Star	Morgan Johns, Bobcaygeon

However the perfected invention of the cream separator brought about the abdication of the cheese factory in favor of the creamery. It was a long step forward when the cream could be automatically drawn off for shipping to the creamery and the skim milk saved at home for the pigs and the calves. In 1898 no creameries had yet been registered anywhere in the county; today the following butter manufactories are in operation:—

Name	Secretary and Address
Omemee	L. A. Southworth, Omemee
Victoria	Lindsay Creamery Co., Lindsay
Kinmount	J. A. Austin & Son, Kinmount
Fenelon Falls	R. A. McIntosh, Fenelon Falls
Coboconk	J. A. Hunt, Coboconk
Elder	Newman Bros., Lorneville Jct.

There are also seven cheese factories still surviving from the hey day of the nineties. They are the following:—

Name	Secretary and Address.
East Emily	John Collins, Emmismore
Reabro	Mrs. Wm. Nevin, Reabro.
Star	John Robertson, R. R. No. 1, Dunsford.
Dunsford	J. R. Kennedy, Dunsford
Red Rock	G. W. Taylor, Bobcaygeon

Victoria—Yankee & Lobban, R. R. No. 2, Fenelon Falls.
Bobcaygeon—G. W. Taylor, Bobcaygeon.

Figures of Prosperity.

The farming community has had a long, hard struggle, even down to quite recent times, to establish prosperity in the face of inadequate remuneration. Within the last few years, however, market prices have been more commensurate with the farmers' expenditure of toil and money. In 1917 the gross value of the year's crop was $1,991,351, and the capital investment $18,270,748. The net result of the year was probably a loss. In 1919, however, the gross crop value was $7,182,660 on a capitalization of $21,975,428. In 1897 clothed mortgages for the county and totalled $678,597. By 1919 these mortgages had shrunk to a mere $37,400, and the shadow of debt was nearly gone.

The value of Victoria County's farm property, as estimated for 1919 by the Ontario Department of Agriculture, was made up as follows:—Land, $15,726,997; buildings, $4,656,648; implements, $2,291,074; live stock on hand, $6,331,706; total, $21,072,425. The valuations of the farms of some of the counties near by was as follows:—Haliburton $3,6a2,253; Peterborough $26,677,241; Durham $30,424,892; Northumberland $34,183,103; Ontario $46,035,17

Factors in Agricultural Development.

The chief factors contributing to the changed aspect of modern agriculture have been four in number, viz (1) the evolution and use of complex machinery (2) the improvement in means of transportation (3) the adoption of the findings of scientific investigation and (4) the rise of new forms in agricultural co-operation

The Development of Machinery.

The development of farm machinery has been amazing in its rapidity and extent. Oxen dragged the pioneer's tree crotch plow among the stumps, barely scratching the surface of the forest loam. Hence we find a steady advance to the modern steel plow, with its removable and adjustable cutter and mould board and now on many farms in the county gang plows dragged by gasoline tractors steadily turn up several furrows at a time. Then we have improvements in harrows for pulverizing the soil, in drills for sowing the seed, and in cultivators for replacing the old fashioned hoe. The earliest settlers harvested their grain with sickles after the fashion of four thousand years before. Then came the scythe and cradle, then the reaper and the mower, and finally that wonderful machine the self binder. Pioneer threshing was accomplished by flailing the grain with two sticks fastened together with a strap or by having horses or oxen trample it out. Now an elaborate threshing machine run by steam or gasoline power, separates the kernels from the chaff and straw with speed and thoroughness once deemed impossible. The principle of

the silo which is as ancient as Old Testament times has been revived and improved upon instead of being a mere corn pit in the ground it is now commonly an impressive stand-pipe of wood or cement, filled with chopped up fodder from a corn cutting machine Under this system a greater number of cattle can be supported on a farm of a given size. The preparation of dairy products has likewise received great assistance from inventive genius. In early times cream was skimmed from standing milk, hung up in a bag and pounded or swung around. Sometimes a primitive farm of barrel churn was used. Then came the dash churn and then the application of dog power, horse power and steam power, the introduction of the hot churn, and the constant elaboration of machinery in one direction and another. Today the cows can be milked by machinery, machines separate the cream from the milk, and every process in butter or cheese manufacture down to the putting of the finished product on the supermarket can be accomplished by mechanical means. Cold storage warehouses can be accomplished by mechanical means. Cold storage warehouses can be supplied of the actual use. All these changes have come in not be dispensed of the actual use. All these changes have come in not during a score of generations but within the memory of men now living. Familiarity all too often blinds us to the wonder of the achievement.

Improvement of Transportation.

Facilities for transportation are vitally connected with agricultural development. When precarious forest trails were the only means of travel, the export of farm products was almost unknown. A few sacks of wheat might be taken in some back woods mill for grinding into flour, but the farmer never ventured farther. As a result, the farm was almost self-sufficient and supplied its own needs with amazing ingenuity. The building of railroads which began in 1857 and the construction of passable roads have both wrought great changes. The farmer now produces only those things which the farm grows best and can profitably market the great surplus which exceeds his immediate needs. He now buys in town and village his clothes, his furniture, his tools, his farm implements and machinery, the lumber for his house and barn, the dishes for his table and the blankets for his bed. Certain irresponsible orators sometimes state nowadays that the farm is self-supporting and self-sufficient and that farmers could to attain economic ends sever all connection with a recalcitrant urban population and live in splendid isolation. Only a disordered imagination could conceive of such an obviously undertaking, by which Canadian farmers would deliberately murder, through starvation hundreds of thousands of women and children at their own flesh and blood. Further, its fundamental assumption, that the modern farmer is economically independent in utterly false. Strip from him all that his commercial, professional and industrial fellow-citizens have given him and he would be in far worse case than his pioneer grandparents for he would have all of their needs and would lack the means and ability to fill them. Modern means of transportation have made us a nation

of interdependent people—many members, with many functions, yet one body; and if one member suffer all suffer with it.

Agriculture Benefits From Science.

Scientific investigation has been little less important than improved transportation in its effects. Agriculture was long an Art but is now rapidly becoming a science. Botanists produce and test new and better varieties of plants (such as the O. A. C. No. 72 oats, No. 21 barley, and No. 104 winter wheat) and study the control of rusts, rots, moulds, mildews, and other parasitic forms of plant life. Entomologists have saved hundreds of millions of dollars to this continent in the last half century by their intelligent fight against insect pests. Chemists, commencing with Sir Humphrey Davy and Liebig, have analysed the soil and laid down the chemical prerequisites of successful agriculture. In 1876 the Ontario Government established an Agricultural College and Experimental Farm at Guelph. Since then many hundreds of enterprising young men have studied there and have returned to uplift the standards of farm efficiency in the community of their upbringing. For many years Victoria County, like all other counties in Southern Ontario, has had an Agricultural Representative stationed in it to study local problems and to give expert advice. Many farmers, however, still fail to realize the urgency of the rather brief lesson by scientific agriculture and have yet to put their farms on an efficient basis. Two of the most important points on which stress can be laid today are (1) the adaptation of crops to soil and (2) the maintenance of soil fertility by an intelligent rotation of crops definitely planned out and by the generous use of fertilizers. The former question has already been touched on in the discussion of recent crops. The urgent need of consideration for the latter principle will be evident from the following table showing the yield per acre of certain crops in Victoria County (a) in 1882 (b) for the period 1882-1891, and (c) for the average of the two years 1919 and 1920 :—

Product	bushels per acre	1882	1892-1901	1919-20
Corn, in ear		70	47 5	35
Beans		1d	15 d	1d
Mangels		d0d	4cd	4dd
Turnips		45d	3d7	38d
Peas		29	20 1	14d
Potatoes		125d	123	114d
Rye		1d	16 1	15 1
Oats		3d	33 1	31 7

When all due allowance is made for the vagaries of seasons it remains overwhelmingly evident that many farms in this County are being mined, not farmed, and that the fertility of the land is being steadily depleted without any thought of the future.

Another tenet of scientific agriculture is the establishment of thoroughbred strains of stock. Three organizations in this county, the

Hereford Association the Holstein Association and the Victoria County Pure Bred Stock Association are seeking to promote the establishment of thoroughbred flocks and herds, but are meeting with considerable hostility from those who have muddled notions of economy or who are jealous of their own personal right to keep mongrel stock

The first deliberate attempt to develop thoroughbred stock in Victoria was made in 1852 by the late Moseus M Boyd, of Bobcaygeon. His aim was to establish a cattle-breeding station by which ultimately to revolutionize the herds of the District With this end in view he visited the principal stock farms of Ontario and bought several pedigreed Hereford's and Durhams In 1881 he began to assemble his famous herd of Aberdeen-Angus cattle Among his most successful animals were the cows Etaine of Aberlour (8203) and Wanton (4610) and the bulls Chivalry (1765) and King of Trumps (2805)

King of Trumps was many times first in Ontario at the Provincial Exhibitions He was killed on May 26 1887, by a fall in the course of a battle with Chivalry on board the barge Zealous on Pigeon Lake.

In 1881 also the late John Campbell of North Macropes began to build up a flock of thoroughbred Shropshire Sheep His ewes "Nancy" and "Topsy" his ram Gold Medal" and many other animals, won countless prizes, sweeping their class even in international expositions. In 1891 Mr Campbell also won the gold medal then awarded annually for the best cultivated and administered farm in Ontario

The late George Laidlaw of the Fort Ranch Balsam Lake, was a pioneer in the establishment of ranching on a large scale in the waste places of North Victoria

It is well to remember that to a Victoria County man, the late Moseom M Boyd, of Bobcaygeon belongs the sole credit for the creation of a new animal the "cattalo" Mr Boyd first secured ordinary hybrids by crossing buffaloes with domestic cattle He then mated the hybrids among themselves and produced a new stable type which he termed the "cattalo" The aim was to secure animals of a good beef type which would also have sufficient ruggedness and rustling qualities in winter in regions such as the northern part of the prairie provinces where the need of winter shelters and of large quantities of stored feed makes the breeding of ordinary cattle impracticable The cattalo fulfils these requirements splendidly Its hide is almost as warm and thick as that of the buffalo It is hardy and not susceptible to disease In winter it grazes through the snow It needs no winter shelter. It faces storms and does not drift with the storm as do ordinary cattle On Mr Boyd's death in 1915 the Dominion Department of Agriculture purchased from his estate twenty head of hybrids and cattaloes and placed them first on the experimental farm at Scott Saskatchewan and later on at Wainwright Thus is only vindicating the skilful enterprise of their Victoria County creator

Among the many Victoria County farmers who are today maintaining thoroughbred stock may be mentioned the following G C Cheanon, Oakwood; Aberdeen Angus cattle, James Callaghan Res-

horn, Holstein cattle; W. J. McNevin, Ops, Ayrshire cattle; A. Jamieson, Woodville, Shorthorn cattle and Shropshire sheep; J. H. Kelsey, Woodville, Shropshire sheep; John Collin, Oakwood, Leicester sheep; A. H. Wheeler, Oakwood, Clydesdale horses; J. Currie, Woodville, Yorkshire swine.

New Forms of Co-operation.

The fourth, and last, major factor in shaping agricultural development, has been the growth of new forms of co-operation. Rural society, in pioneer times a whole neighborhood would gather to "bees" to co-operate in logging, clearing, barn-raising, road-making, corn husking, or even pig-killing. The women, too, had their quilting bees, carpet making or quilting. To-day the farmer does his own work and limits his operations to his own farm and his own help. The only exceptions are at barn-raisings and when neighbors gather to help the thresher, who goes from farm to farm with his machine and portable engine. But co-operation now finds expression along broader and less intimate lines, in organizations for collective buying and selling and for mutual confidence and increased efficiency. We have already referred to the co-operative cheese factory and creamery companies. A still more recent organization in the Victoria County Co-operative Company Ltd., which aims at the co-operative sale of seeds grains and other farm products.

The Rise of Agricultural Societies.

Less immediately remunerative than these commercial ventures but even more potent in the improvement of rural life have been the agricultural societies with their annual fairs where comparison of products stimulates a desire for better crops and better stock.

It is not definitely known how early agricultural societies and associations appeared in South Victoria. All local records were lost in the Lindsay fire of July 1861 but it seems probable that some organization had been effected even before that time for on October 16 1861 a full fledged Victoria County Agricultural Society held a fair at Oakwood. A fortnight later a plowing match was conducted on the farm of John Gibbs, in Ops Michael Thorndyke won the first prize of six dollars.

On January 15 1862 the following officers were elected for the year:—President John Gibbs, first vice-president W. Medcrill second vice-president W. L. Russell treasurer, J. H. Hopkins, secretary S. C. Wood; directors William Cottingham Arthur McQuade Patrick McHugh William Thorn, J. O'Leary William Bateman, W. Banks.

The annual gatherings of this early society were subject to many vicissitudes. Sectional interests tended towards the establishment of township societies and the decline of the larger organization.

The other societies which have arisen from time to time and held fairs with more or less of success have been the following:—(1) The Mariposa Society meeting at Oakwood—the oldest and most

successful of the township societies (2) The Emily Society meeting at Omemee (3) The Verulam Society meeting at Bobcaygeon (4) The Ops Society meeting at Lindsay (5) The Fenelon Society meeting at Fenelon Falls (6) The Eldon Society meeting at Woodville (7) The Dalby and Carden Society meeting at Victoria Road (8) The Somerville Society meeting at Cohoconk (9) The Laxton and Digby Society meeting at Norland (10) The Galway (Peterborough County) Society meeting at Kinmount (11) The North Victoria Society meeting first at Glenarm and later at Victoria Road and (12) The South Victoria Society meeting at Lindsay Only seven of these societies viz members 1, 2 3 5 8 10 and 12 still survive

Auxiliary to the agricultural societies proper there have been the Victoria Ploughman's Association the Lindsay Horticultural Society and the Lindsay Poultry and Pet Stock Association The Victoria Ploughman's Association which is now unfortunately defunct was formed in October 1858 for the purpose of holding annual ploughing matches The first executive comprised the following —President M W Sankey Cambray 1st vice Donald Grant North Mariposa 2nd vice Nelson Hastip Bexley secretary H Cameron Woodville treasurer James Smart Woodville A match was held October 22 1885 on the farm of E R Irish Woodville and John Campbell of North Mariposa won first prize The Horticultural Society dates from about 1873 and the Poultry Association from comparatively recent times

History of the Lindsay Central Exhibition.

During the past forty years the township societies have tended to become subordinate to the South Victoria Society and the Lindsay Central Exhibition to grow at the expense of the outlying fairs This tendency began in 1875 in that year the four "Midland Counties" (Peterborough Victoria Durham and Northumberland) agreed to co-operate in the staging of a Midland Central Exhibition to be held in turn in Peterborough in Port Hope in Lindsay and in Cobourg A joint directorate was elected from the representatives of the agricultural societies of the four counties Conferences were actually held in Millbrook which was judged neutral ground and a conveniently central rendezvous.

The first Central Exhibition was held in Peterborough in October 1875 the second in Port Hope in 1876 and the third in Lindsay on October 2 and 3 1877 The executive in 1877 comprised the following —President John Connolly Ops vice-president George Cockburn Saltsmore, treasurer Col Decatur Lindsay, secretary J H. Knight, Lindsay The late James Keith was at that time Secretary-Treasurer of the South Victoria Agricultural Society and contributed not a little to the success of the Central Exhibition.

The purchase of suitable grounds had been the first consideration and had been undertaken by the South Victoria Society Previous to at fairs had been held on the block just south of Victoria Park This block is now partially occupied by the Sylvester buildings but

thes lay vorant A site was next purchased along that part of George Street lying between Albert and Hamilton Streets This lot which lies southwest of the present roundhouse was found to be too boggy and was sold to the Whitby Port Perry and Lindsay Railway Company for $1200 The South Victoria directors then bought a tract of street and a half acres, lying west of Adelaide Street North... the present location, from John Knowlson for $2585 This land was then an uneven cow pasture dotted with stumps. It was at once leveled improved and fenced in Eighty rattle stalls were built along the north side of the grounds and eighty horse stalls along the south side The west end was occupied by sheep pens and swine sties In the east centre of the grounds was the main building and west of this on a rural crossroads of one fifth of a mile The judges stand was in the centre and a second stand west of that again The tannery stood to the north of the main building

The Exhibition of 1877 was a great success The first day was wet and discouraging but the second was fine and over 25 000 visitors came to from outside points during the single day The entries totalled 2884 and the gate receipts $2264

The South Victoria Society was now for some time in financial difficulties its outlay for land and hose $2500 and for buildings $1723 Towards this west Lindsay had contributed $600 the county council $725, the province $700, and sundry townships $475 The balance had to be sought for otherwise and it was some time before all debt was cleared away

The Central Exhibition was held in Cobourg in 1878 In Peterborough in 1879 in Port Hope in 1880 in Lindsay again in 1881 and in Cobourg in 1882 It was to have been held in Peterborough in 1883 but the Peterborough County societies refused to co-operate any longer in the Midland Central system The South Victoria Society then undertook with considerable enterprise to stage a Lindsay Central Exhibition under its own auspices This Exhibition was held on October 3 4 and 5, 1883 Though not as prosperous as the four-county fairs at 1877 and 1881, it nevertheless brought in over $900 entrees and a great crowd of visitors, for it inherited in some measure the prestige of the abandoned Midland Central gatherings The Lindsay Central Exhibition has been held annually by the South Victoria Society ever since 1883 and has met with ever-increasing success

Additions of land and buildings have been made from time to time In 1884 two and a half acres were secured from the Workman Estate and to 1904 a tract to the north of the earlier lot was bought for $1500 In 1886 the track was extended to the half mile and a fence long since demolished built around the entire reserve A roofless grand stand, twenty feet by two hundred, was erected for Dominion Day 1888 and a roof added in 1888 The present poultry building was put up in 1895 the cow stable in 1902 and the horse stable in 1906

Today the society enjoys unparalleled prosperity In 1921 a four-

day exhibition was held and a total attendance of over 45 000 was registered.

The Grangers and the U. F. O.

Still more important than the agricultural societies in its scope was the Grange or Order of the Patrons of Husbandry, which flourished in the seventies and eighties. This was a farmers' secret society, first organized in the United States in 1867 and taken up by rural Canada in 1872. The first Dominion Grange was inaugurated on June 2, 1874 with S. W. Hill as Worthy Master. In Victoria county, local lodges first appeared in 1875. Mariposa Grange No. 380, headed by John Crusoe, was perhaps the strongest lodge in the county. At a Grange picnic held June 11, 1880 in Tyrrell's Grove, Cambray station, over 3000 persons were present.

The organization was strictly non-political and merely sought by co-operation to increase agricultural prosperity. Its ultimate failure had the following causes:—(1) The overwhelming failure through mismanagement alone of three co-operative enterprises—a fire insurance company, a trust company and a wholesale supply company. (2) An innate spirit of aloofness among farmers. (3) Internal dissensions. (4) Reckless financial administration. (5) The counter-attractions of the Farmers' Institutes which were organized and encouraged by the government.

In 1888, a new and very different farmers' organization, The Patrons of Industry, launched out into active politics as a separate party, opposing the National Policy. Failure in the elections of 1891 wrecked and dispersed the Order.

In 1914 the Grange emerged in a new incarnation as the United Farmers of Ontario. Under this great class union there are twenty-eight farmers' clubs in Victoria County. These branches form a county organization of which Jasper Foreman of Kirkfield is president and M. J. Horan of Lindsay is secretary. The U.F.O. aims at the widest possible co-operation among the farmers of Ontario in order to better their social and economic conditions. Its chief activities are commercial, political and educational.

The commercial executive, known as the United Farmers Co-operative Company, is centred in Toronto and has carried on a large business in co-operative buying and selling. Branch retail stores have been set up throughout the towns and villages of Ontario but the chief success of the company has been in the wholesale marketing of live stock. The retail branch store cannot undersell the independent merchant unless separate wholesale houses and factories for all lines carried are owned and operated by the U.F.O. and when the farmer becomes a manufacturer he ceases to be a farmer and is likely to meet with disaster as did the Orangers a generation ago. But the wholesale marketing of farm products is both commendable and profitable. The combined business of the Victoria County clubs amounted last year to over a million dollars.

The clubs are also incl for the social activities of their districts and centres of instruction in agricultural science and general knowledge. Similar educational work was carried on a generation ago by the West Victoria Farmers Institute, which was organized December 9, 1885 with J. W. Reid of Oshawa as President and James Keith of Lindsay as Secretary. It is in the educational and social activity of the individual clubs that the greatest promise lies for permanent strength for the U.F.O. movement.

The political strength of the U.F.O. in this county was manifested in October, 1919, when both of the Farmers candidates, Mr. F. G. Sandy of Oshawa for South Victoria and the Rev. Edgar Watson of Fenelon Falls for North Victoria were elected to the Provincial Legislature. As a result of their election the U.F.O. representatives for Ontario became the largest party in the House, although the actual number of votes cast for them were fewer than those for either Liberals or Conservatives. As representation by population would reduce them to an impotent minority and as the government is pledged to such electoral redistribution those U.F.O. leaders who have any political acumen are urging a broadening out of the party so as to welcome under its banners all urban citizens of congenial ideals. This would not, of course, interfere with the unity of the U.F.O. in its financial and educational activities.

The women of the farm have long been organized in Women's Institutes, which have aimed, by the study of domestic science and in other ways, to improve and beautify the farm home. Many of these institutes are now, for better or worse, merging their identity in a new companion organization in the U.F.O., via the United Farm Women of Ontario.

Thus by the development of machinery, of roads and railroads, of scientific study, and of widespread co-operation, a new and vastly different countryside has taken the place of the Victoria County of seventy years ago.

Chapter IV.

The Northern Townships.

The seven townships Somerville Laxton Carden Digby Dalton and Longford, which lie to the north of the Kawartha water system, may be conveniently referred to as Norte Victoria. Like the six southern townships they constitute a geographical unity but their past development and future problems are in marked contrast to those of South Victoria. What these peculiar characteristics of North Victoria are may best be ascertained by sketching briefly the histories of the individual townships and then drawing broad conclusions from our survey

(A.) The Beginnings of Bexley.

The township of Bexley is named after the Right Honorable Nicholas Vansittart, Baron Bexley (1766-1851), who was Chancellor of the Exchequer (and thus a colleague of Eldon) during the Liverpool administration

Bexley is small in area and very irregular in outline To the west and north it is bounded by straight survey lines separating it from Eldon, Carden and Laxton but on the east and south it is delimited by the Gull River and by Balsam Lake whose deep bays carve up its borders fantastically The most salient feature of Balsam Lake is Indian Point, a long blunt tongue of land a mile in width which is marked out by Northwest Bay and the Gull River estuary. Just northeast of this point are several small islands of which Ghost island fifteen acres in extent, is the most important. This long narrow forest-clad island is shrouded in legend It has two Indian mound graves of unknown antiquity. Tradition has also endowed it with buried treasure According to pioneer lore certain Jesuit priests had been stationed among the Indians in this part of Ontario and farther west prior to the British conquest of Canada in 1759 When the armies from the south began to close in on Canada these priests gathered all their church plate together and prepared to paddle with it to Quebec However in passing through Balsam Lake they buried it for some reason on Ghost Island The tale is apocryphal and hard to verify, but was given such local credence that several large excavations and dozens of smaller ones were to be found fifty years ago where optimists had been digging for the legendary treasure. The conjugal interference of Jesuitical ghosts (whose the name of the island) was supposed to have thwarted all efforts to locate the buried silver

Let us return however from legend to physiography Two small

streams Perch Creek and Talbot Creek enter Bexley from the north and unite before passing out across the western boundary. Raven Lake is a small expansion of Talbot Creek about two miles above its junction with Perch Creek.

The township is still within the Hyrontone region but not far from the frontier of the granite country. The land surface has been severely glaciated and the rocks are usually either exposed or covered with a layer of soil as thin that a forest tree destroys it. Even where the soil is deep as in occasional pockets of drift, huge boulders are scattered throughout it.

The government survey was made in the early thirties. All land adjoining Balsam Lake and the Gull River was divided into lots with a narrow frontage on the water and a depth of about two miles. The area to the north and west behind these front ranges was divided into eight orthodox concessions numbered from west to east and a very long number of 200-acre lots numbered from south to north.

The western boundary of the township was a colonization blind way known as the Victoria Road built about 1853 and running from Goose Lake on the Mariposa boundary north to join the Peterboro Road in the peak of Longford township. The Portage Road, which followed the line of the old Indian trail from Lake Simcoe to Balsam Lake, was cut its last four miles to Bexley Here as in Eden the land adjacent to the road was divided into deep narrow lots. From the Balsam Lake terminus of the Portage Road, the Lake Shore Road runs up along Northwest bay to Coboconk This is a treed road. The regular road allowances lay at the rear of the thirty-eight deep lots along the bay, the settlers had their homes near the waterfront and to have put through the road as surveyed would have meant the mainstaking of thirty-eight private lanes, each two miles in length Accordingly all agreed to cut through this Lake Shore Road from lot to lot Still another prominent highway is the Cameron Road which followed a winding course west of the Mud Turtle lakes from Coboconk to Norland

An Admiral and Others.

The first settler in Bexley was Admiral Vansittart, a cousin of Baron Bexley, who came to Canada in 1834 and was given a grant of one thousand acres on the shore of West Bay, Balsam Lake. He came in with ox wagons over the old Indian trail from Lake Simcoe and oftentimes had to chop and chop out trees and logs from the path His new property at the head of the portage had no earlier history in this village had flourished here in the sixteenth century. Champlain had traversed the spot in September of the year 1615. Jesuits converted Indians, Hurons, Iroquois and Mississaugas all passed and repassed up to 1780 then came English fur traders and towards the end of the eighteenth century a trading post comprising three main buildings was established near the shore The stone chimneys of this post were still in existence in 1871 but were demolished not long after

The old admiral was not without character Even in his wilder-

ness house he insisted on dressing for formal dinner every evening and was never without his champagne. He was twice married. His second wife was a Miss Stephenson, the daughter of one of his own servants and in her he left the entire Butade Lake estate in later times about 1871 the property passed into the hands of the late George Laidlaw. The Laird of Bexley who named it. The Fort Ranch The name does not refer to any fort on the premises but to the customary questions of a frequent guest, the late Hon. Rupert Wells, who on the times were hard and money tight, would ask his host on each visit If he were still holding the fort. One of his sons Colonel George E Laidlaw now occupies the estate.

At the time of the governments survey Indian Point was set aside as a reserve for a mixed band of Mississaga and Ojibway indians, who were then in occupation. In 1828 Samuel Cottingham of Oneonee received a government contract to build twelve houses here for those of the Indians who were Christians. Their pagan kinsfolk lived in wigwams on the islands near by. In 1847 the Indians put in a claim to the government for all islands points and broken points of land, but met with no success. At last about 1849, a Peterborough lumberman named Dennistoun secured control of the forest on Indian Point and along the north shore of the lake and the Indians moved away the Ojibways to the Rama reserve north of Orillia and the Mississagas to Scugog Island. After all timber had been removed from the point, small narrow lots were platted running from a central road survey to the water on each side. This road was never opened, only a winding lumber trail wandered up the point towards Coboconk.

As a result of these lumbering operations a number of French-Canadian lumber-jacks, the Bradfords, Groselles, Beauvais, Dewees, and Angers settled in a body north of Balsam Lake near the Laxton boundary. Old Joe Dewees had been foreman of the square timber raft gangs who went in the old days from Bexley to Quebec with their rafts.

In the southwest corner of Bexley along the last four miles of the Portage Road, the old Indian trail the earliest settlers were the Kings, Lytles Ballance Herons and Drakes all from the north of Ireland. Most of the pioneers along the west shore of Northwest Bay were Highland Scotch whose only tongue was Gaelic Amongst these were the families of Neil Brown Cameron Gillespie Graham, Macdonell McPatyen McLeod McInnis McMullen and Murchison. Several Irish Canadian Protestants Joseph and George Staples, Henry Southern and Henry George and William Peel came from Cavan township, Durham county in 1845-6, and settled in the north and north west of Bexley. This area is still known as The Peel Settlement. There are a few Irish Catholics near the Cardon boundary.

While the earliest pioneering was largely done by Scotch and Irish the predominant element in later immigration, especially in the villages, has been English. The census figures for 1911 are illustrative of this point.—English 537, Irish 287, Scotch, 117, Dutch and German 44, French, 42. The chief church affiliations are as follows:—

Methodists 317, Anglicans 195, Presbyterians 121, Roman Catholics 119.

A Phantom Village

The first village to Bexley never became a village. At the time of the government survey Block C on the west shore of West Bay where the Trent Canal now leaves Balsam Lake, was reserved as a town site. The name "St. Mary's" was given it on the official plans. It turned out, however, that the surveyors had chosen a tract of flat rock with about two inches of soil. No ditches or cellars could be dug and the site was abandoned. It was long known as the government reserve, but now forms part of the Laidlaw estate.

Just adjacent to this tract but on the north side of the Lorneton of the Portage Road there was once a post office named Aros serving the Highland Scotch settlers along the Northwest Bay. The office was in the right-hand front room of the old Vandittari log mansion. The postmaster was a Charles McKenzie, who had succeeded in having the little post office named after his Scottish birthplace. The mail was brought in from Kirkfield once or twice a week. This service was only discontinued in 1872, when the Toronto and Nipissing Railway was built and a post office was established at Victoria Road Station.

Where the Sea Gulls Nested.

The village of Coboconk dates from 1851, when the first saw mill on the falls at Cameron Lake was built here. The name is a contraction of the Indian Quash qua bo-coak, meaning "where the gulls nest." It is interesting to note that the Gull River flows through the village and that the largest expansion, twenty miles farther north, is known as Gull Lake. The common herring gulls are still quite plentiful near this lake.

Cobocouk developed to be an era of lumbering. In the fifties, sixties and seventies enormous quantities of pine were taken out. The prevailing occupation around Balsam Lake was the preparation of squared timber for the Quebec trade. At first large square pieces sawed with sweeps were used for hedging timber rafts across the lakes, later alligator luge canoes into general use.

Game fish were remarkably abundant. In the spring of 1854 over five thousand muskalunge were speared at Cobocouk during the two days season. One man alone speared at fifty on the 24th of May. This wanton wholesale killing has left a much scantier harvest for the conscientious sportsman of today.

Modern Cobocouk is a village of about four hundred inhabitants. It is the terminus of a railway division which was formerly the narrow gauge Toronto and Nipissing Railway completed in 1872.

For many years Cobocouk was known as "The University City," for an itinerant humorist named Thompson (otherwise Samuel Briggs, D.E.) used to tell of a fictionary college which he himself had founded there. The site of the Samuel Briggs University was long a matter

of dispute but certain of the villagers came to identify the institution with an old shingle mill which, so the story ran, shall boys set on fire while Jimmel lay within deep in an alcoholic nap.

A really serious fire visited Coboconk on May 16 1877. The blaze began in the rear of Kay's hotel and did not die out until half the village (all of the section on Main Street north of the bridge) lay in ashes.

At the present day Coboconk's chief industries are the Gull River Lumber Company managed by James Peel and the lime plants of the Canada Lime Company and the Toronto Brick Company. The village has also a grist mill, one hotel (The Jackson House), three churches, and five stores.

"The City of Peace."

Victoria Road is a village which has sprung up around a station established in 1872 by the T. and N. Railway at the point where it crossed the Victoria Colonization Road. It was long known as "The Road" and as "The City of Peace." The village is not incorporated, and as it lies partly in Eldon, partly in Carden and partly in Bexley each of these townships levies taxes on those villagers who live within its borders.

In 1879, seven years after founding, Victoria Road comprised the following business establishments:—The general stores of Staples and Shields and of H. Wilson, Alfred Taylor's grocery store, Murphy's grocery store which included the post office, William Foden's smithy and wagon shop, G. L. Gallie's smithy, Fee's livery, Midgley's tin shop, and William Taylor's tailor shop. The chief industries were Thomas Thompson's three-storey grist mill, built in 1876 and containing three run of stones, and a sawmill owned by Dr. McTaggart. There were three hotels: the Commercial Hotel, run by Patrick Fox; the Victoria Hotel, run by a Mr. Wismer; and a temperance house managed by Mr. Shields. Two red brick churches housed Roman Catholic and Presbyterian congregations respectively. The former were under the care of Father Fitzpatrick and the latter led by the Rev. D. D. McLennan.

At the present day the population of Victoria Road is about two hundred. It has no outstanding industries but serves the surrounding country with its general stores, bakery, butcher shop, hotel, doctor, undertaker and clergyman. Peat has in times past been prepared commercially in bogs not far from the village.

"Mell's Half Acre."

Corson's Siding is a small railway village about six miles northeast of Victoria Road. At one time the Toronto distillers, Gooderham and Worts owned a large timber limit adjacent to the Siding. This timber they shipped to Toronto as cordwood. A lake captain named Corson, after whom the village is named, was sent up to take charge of their interests. For the winter's run of cordwood he would import

a gang of lake sailors from Toronto. The latter would bring with them an abundance of whiskey and an auxiliary corps of prostitutes, and the limits were so aflame with drunkenness and hot oaths that the Siding was known throughout the north country as "Hell's half acre." The timber was all cleared off by 1890; the roadside visitors ceased to come, and the stashed limits were sold as ready-land. Gentleman and Worthington operated limited mills at Corcoran Siding. These were carried on for a few years longer and were then sold.

Reese Lake is a railway station beside the body of water so named. Bexley is a rural post office on Lot 9, Concession III, serving the Reed Settlement area.

Bexley township has developed very slowly owing to the poverty of its soil. In 1871 its population was 489, not less than four square miles were under cultivation. In recent years, however, has begun to take the place of farming throughout much of the township.

(B) Features of Somerville Township.

The naming of Somerville township has been referred to Sir W. Somerville, Chief Secretary for Ireland in 1840, and since with more probable accuracy, to Julia Somerville, the wife of Sir Francis Head.

On south, east, and north, Somerville is bounded by the rectangular limits of Flooton township, Galway township (Peterborough county), and Lutterworth township (Haliburton county). On the west it terminates on the irregular shores of the Gull River, the Mud Turtle Lakes, and Balsam Lake. The township is crossed by three river systems, and their valleys.—The Gull River, as the west, Carlow Creek and its expansion into Four mile Lake, and Burnt River. The northeastern one-third and the northwest corner of Somerville are within the granite region. The remainder of the township is a drift-strewn limestone plateau separated from the granite area by an abrupt escarpment. This escarpment follows down the river valleys for some distance where they first enter the limestone country. The soils in the north on both limestone and granite are thin and sterile. They are deeper in the south but even there farming is precarious apart from the broad river valleys.

Somerville was surveyed in the thirties, about the same time as Bexley. As in that township, the land bordering on Balsam Lake and the Gull River system was platted off into a range of deep, narrow lots fronting on the water. The rest of the township was divided into fourteen ordinary concessions, numbered from south to north. The Bobraysee Road, a colonization highway begun in 1857, passes up the eastern boundary as its long rue north into Muskoka. The Muscb Road, built east from Orillia in the early days, crosses Somerville along the 13th concession line.

A Second Generation of Pioneers.

The inhospitable aspect of the township repelled all settlement

for a time but with the growth of lumbering and the clearing away of the forests in the early sixties a number of permanent residents, chiefly farmer descendents of pioneers in the Lake Ontario counties began to drift in. Amongst these settlers occur the names of Sudgeon W. Fuller Cavanagh Cookman Crabbe End. Earl Fell Hannah Hurd, Lyle Mason McKay McMahen Powers, Taggart Watson and Workman

Somerville's Villages.

Kinmount is a village in the precipitous valley of the Burnt River in the northeast corner of the township 11 miles because it was an eligible mill site at the junction of the Bobcaygeon and Monck roads. Those advantages were later confirmed by the entry of the Victoria Railway in 1876 The first mill was built by John Hunter about 1861 For many years there were several mills along the river within two miles of the village William Clarton Wilson and Stephenson Mansfield and O'Leary and W Caldwell were among the millers prior to 1886

Perhaps the most exciting incident in Kinmount's history was the disastrous fire which destroyed almost the whole village on the evening of Friday September 26, 1890 While most of the villagers and many outsiders had gathered in the Baptist church to hear Joe Hess lecture on temperance the fire broke out in William Dunbar's stable and was soon beyond control An appeal for help was sent by telegraph to the Lindsay fire brigade but though the men were rushed out in fifty minutes by the Grand Trunk Railway they were too late to save the village Among the buildings lost by this conflagration were the following —The Victoria Hotel Wm Dunbar, proprietor James Wilson and Son's general store, Swanton Brendon and Company's general store A. Hopkins' general store Mrs Jewell's dry goods store Charles Wellstead's shoe store Alex Moore's jewelery store, Richard Brown's confectionery shop, Curry and Johnson's drug store, M Mays smithy S Henry's smithy and home, and the Orange Hall The chief survivals from the fire were Bowles brick hotel Getchell's livery Dundas Sadler and Company's flour and feed depot and Robert Bryan's sawmill

At the present day Kinmount has a population of about three hundred it has two sawmills, ten stores two churches, two hotels and two smithies

Burnt River is a village of fifty people on the railway about ten miles south of Kinmount It has a stone quarry two stores and a smithy.

Rosedale is a summer resort on the Balsam River at its outlet from Balsam Lake Its winter population is negligible but in summer an increasing number of cottagers runticate here.

Fells Station and Fury Green are parts of the old Fell Settlement established near the Peterboro boundary by John Fell and other Irish Protestants from Cavan township Durham county Drilling for pe-

[redacted] is being carried on in the vicinity at the present time but the promoters apparently do not realize that most of the geological prerequisites for successful oil production are lacking. Haddow Air Eadie Settlement which lies a few miles to the west across the Burnt River Valley was first colonized by Joseph Eadie of Scarborough. William Cookman of Cavan William Mason of Otonabee and Isaac Watson of Wellington A Baptist church was established here in 1865 Haddow has neither stores nor industries Dongola is a former rural post office on the Mooch Road northeast of Big Mud Turtle Lake.

Most of Somerville township is utterly unsuited for farming and areas eminently suitable for forest culture have been recklessly slashed and wastefully burnt over A survey of the township in 1911 showed that 61 7 per cent of its area was covered by old burn and that there was practically no forest anywhere containing sawlogs Much of the waste land and slash land is fenced to as pasture but reforestation would greatly bring far greater remunerative in the end A movement is on foot around Kinmount at the present time to arrange for a migration to the Great Clay Belt of New Ontario

Even yet Somerville is the most populous of the northern townships. The census of 1911 recorded it a total of 1870, made up as follows —English 344, Irish 468, Scotch 187, French 90 German and Dutch 80 all others 7 The strengths of the various churches were as follows —Methodist 739, Anglican 595 Presbyterian 278, Roman Catholic 147, Baptist 142, all others 32

(C.) Outline of Laxton Township.

Laxton township is the namesake of a village in Northampton, England

It is a small municipality only five miles from north to south and about one from east to west It is bounded by Bexley on the south Carden on the west Digby on the north and the Gull River and Big Mud Turtle Lake on the east. Most of its area lies within the battered outposts of the limestone country but there is a broad invasion of granite towards the northeast Its chief waters are Bear Lake in the south Duck Lake to the southwest, and Head Lake on the Digby boundary

The earliest settler in Laxton was a Frenchman, Augustine Angiers, who located on the west shore of Big Mud Turtle Lake in the early sixties. Other pioneer families were the Courtemanches Corbetts, Foleys Potters Rossels Ryans, and Staples

Norland in Laxton is only village It is situated at a fall in the Gull River about a mile above Big Mud Turtle Lake The population does not exceed one hundred The business roster includes A sawmill owned by S. Bryant three general stores and a smithy At Elliott's Falls a mile and a half further up the river, electricity is generated by the Hydro-Electric Power Commission

Head Lake and Oak Hill are rural post offices. The former is on the south shore of Head Lake and the latter is three miles directly to

the south.

Laxton Digby and Longford are united for municipal and recreational purposes. The census of 1911 gave the following returns for the combined townships —(1) According to race English 309, Irish 271, Scotch 79, all others 16 (2) According to church Methodists 233, Presbyterians 121, Anglicans 114, Roman Catholics 86, Salvation Army 19, Baptists, 13 The majority of these people are in Laxton for Digby's population is less than one hundred and Longford is uninhabited.

Official statistics show that 94 184 acres of our agricultural land are available for reforestration in these three townships.

(B) The Tamarack Plains of Carden

Carden and Digby townships are named after two English reformers whose heroic exertions were largely responsible for the successful embarkation of Sir John Moore's army at Corunna in the Peninsular War Sir John Colborne Lieutenant Governor of Upper Canada from 1828 to 1838 had been one of the other officers there and it is supposed that the two townships were named at his suggestion.

Carden is a rectangular municipality, its concessions from west to east and twenty-five lots from south to south it touches Eldon on the south Bexley and Laxton on the east, Dalton on the north and Mara in Ontario County on the west. It lies near the edge of the granite country and therefore has thin soil and frequent outcroppings of limestone A large area in the centre of the township consists of tamarack and balsam plains, perhaps the dampest element in the population. The 1911 census gives the following racial classification —Irish 378, English 148 Scotch 99, German and Dutch 90, all others 19 The church adherents were as follows —Roman Catholic, 282, Methodist, 254 Presbyterian 121 Anglican, 30 all others 7

Rolmilton to the south, Hermanville in the east, Cardno in the north and Dalrymple in the west have been rural post offices

(B) Lakes in the Digby Granite

Digby is bounded by Laxton on the south Lutterworth (in Haliburton County) on the east Longford on the north and Dalton on the west. It is almost entirely in the granite region and is very rough and rugged As is usual in the Laurentian rock country lakes are

very numerous. There are eighteen lakes in Digby alone and forty in Digby and Longford as compared with nine in all South Victoria. The most important of the Digby lakes are Victoria in the northeast, Saunders in the centre, Fishing in the southeast and Head on the Laxton boundary.

The only arable land is in the southeast and southwest corners. The pioneers here were the Foleys, McFadyens, and Bowers. The population today totals less than one hundred.

Digby has produced some of the finest pine in the county but was already stripped bare forty years ago.

(F) The Huckleberry Plains of Dalton.

Dalton township is named after Dr. John Dalton (1768-1844), a famous English scientist, who did much to establish the Atomic theory of the constitution of matter.

Dalton's municipal neighbours are Carden on the south, Digby on the east, Eyre (in Muskoka District) on the north, and Rama (in Ontario County) on the west.

It is almost entirely made up of glaciated granite. Three streams, the Black River in the north, Cranberry River in the centre and Head River in the south, flow across it from east to west. All four-fifths of the township consists of huckleberry plains. Its scanty apportionment of arable soil lies chiefly near the Head River and the southern boundary, though small streaks of farming land may be found along the valleys of the other rivers. The Gerdiners, Montgomerys and Thompsons were amongst the earliest settlers.

Scotch and Irish Presbyterians dominate the present day population. The latest census figures are as follows:—Races, Irish 184, English, 148, Scotch, 114, Denominations, Presbyterian, 325; Methodist, 163, Anglican, 32, Roman Catholic, 12.

Uphill is a village of half a hundred people near the south end of the Digby boundary. It was long much famous by its tavern keeper, John Calkeun of the North Star Hotel. Dartmoor in the south, Sandown in the west, and Ragged Rapids in the northeast have been rural post offices. Sebright is a village of about fourscore inhabitants scattered on both sides of the Rama-Dalton boundary where the Monck Road crosses it between the first and second concessions of Dalton.

It has been estimated that Dalton has 25,000 acres of non-agricultural lands which are well adapted for reforestration.

One of the most picturesque figures in the municipal history of the township is Joseph Thompson who was reeve for a quarter of a century. Thompson was a great hunter and many legends have been handed down concerning his prowess in the wilderness.

(G) The Wilderness of Longford.

Longford township derives its name from a county in Leinster, Ireland.

It is the most northerly of all the townships in Victoria, being

adjacent to Oakley (in Muskoka) on the north, to Anson (in Haliburton) on the east, to Digby on the south, and to Ryde (in Muskoka) on the west.

The municipality is wholly within the granite area and is dotted with more than a score of small nameless lakes which are all drained to the southwest by the Black River system.

Longford has no inhabitants. It was first bought in 1865 by the Canada Land and Emigration Company and later sold by that corporation to John Thompson of Longford Mills, north of Orillia. Thompson stripped the township of all timber driving the logs down the Black River to his mills. At the present day most of Longford belongs to William Thompson of the Longford Lumber Company, Orillia.

Chapter V.

Economics of North Victoria

The block of territory formed by the seven northern townships is thus seen to be a rugged tract of glacial rock. The southern two-fifths is made up of Paleozoic limestones of the Black River series pitilessly scraped and scoured by the Ice Age and even yet lacking more than a thin mantle of soil except in stream valleys. The remaining three fifths of North Victoria lies within that vast granite region, which is known as the Laurentian peneplain — a low table land of primeval rock on which streams have etched countless depressions and left innumerable rounded hills and ridges. On this area Dr. A. P. Coleman, the venerable Professor of Geology in the University of Toronto, has rendered the following verdict — The combination of barren hills of sand, gravel and boulders) with pure sand deposits through which rise hills of the harder Archaean rocks, makes a region entirely unsuited for agriculture and useful only for forest growth. The result of glacial action north of the Paleozoic rocks has been the formation of poor soils deficient in lime and other in clayey constituents."

Not a Mining Country

The forms of activity to which the people of North Victoria have sought to engage are three mining, farming and lumbering. It will be instructive to take these industries one at a time and consider their past and their prospective development.

Mining enterprises have always colored the dreams of the settlers but the dreams have never endured to daylight. Laxton township once had its gold rush and the ruins of an abandoned mine may still be seen on the west shore of Big Mud Turtle Lake not far from Norland. Mineral rod men and amateur assayers also reached for gold on Lot 1, Concession XI, Somerville township adjacent to the Pekesygoee road and four miles south of Klumoant. Still another gold strike was reported from Lot 25, Concession XII, Dalton township, along the Black River, about six miles below Ragged Rapids. Silver, nickel, iron and copper were likewise objects of a faith which among many back woodsmen remains unshaken to this day.

For critical outsiders, however, all debate was permanently settled by a survey made in 1932 by the Federal Department of Mines. Iron pyrite was found in great abundance but there was not even a trace of gold. Silver and copper were also utterly lacking. Iron ore occurring in granite veins was found in numerous places, especially in Digby and Dalton townships. The heaviest deposits were near Smudge Lake.

in Digby. In no case, however, were the findings sufficient to be of economic value. The presence of nickel in Somerville had already been recognized and the abundance of pyrrhotite, its customary concomitant in the great Sudbury deposits, had led to frequent comparisons of the two areas. A careful examination of Somerville, however, showed that no parallel existed. The ores of Sudbury had occurred in great diorite intrusions near their contact with granite or with the stratified rocks of the district which were of Huronian age, while those in Somerville occurred as impregnations in beds of gneiss belonging to the Grenville series. The two sets of deposits were thus quite different in mode of occurrence and probably in age and what had been proved to be true of the former could not be taken for granted in the latter. Careful assays from every known deposit in the township confirmed this conclusion. Nickel was present but in such minute quantities as to be of no economic value. The most promising discovery at the whole survey was a small vein of pure molybdenite in Digby on Lot 16 Concession VII, four miles north of Head Lake. The somewhat rare mineral allanite was located on Lot 25, Concession XII, Dalton township in either case, however, was commercial development warrantable.

The overwhelming conclusion to be drawn from the report of the official survey is that little mineral development may ever be looked for in North Victoria.

Farming a Precarious Calling.

The status of farming in the granite area may be inferred from Professor Coleman's report on its soil. In the limestone area conditions are slightly better, for the chemical composition of the soil is more favorable, but there is seldom sufficient depth for crops except in the flood plains and terraces of the valleys of the Burnt River, Corbet Creek, Snail River, Talbot River, and Black River. These more propitious sections are however very limited.

Most of those who took up land in North Victoria were attracted by its forest resources more than by its agricultural possibilities, and all depended on the forest for such temporary prosperity as was theirs. Fully seventy-five per cent of the lots were patented when the patentee had the right to all timber including pine. The potential wealth of this timber was considerable but when this disappeared the settler had to fall back on farming on poor land. Even then, as long as lumbering thrived in nearby areas and provided a home market for farm produce the backwoods agriculturalist could raise enough potatoes, oats, hay and meat to make a living. The final extinction of local lumbering spelt failure for many farmers. A region of neo-agricultural soils was called on to compete unaided. In more distant markets the farm products need much at the area could scarcely raise enough to keep its inhabitants alive.

The results have been a slow tragedy. Many of the younger and more enterprising men moved out. Many others would have followed, but could not because of poverty. Even today the movement goes on

and in 1921 a general migration from the Kitchener section to Kapuskasing, in New Ontario, was planned. The population statistics for the past thirty-five years are as follows —

Townships	1886	1892	1901	1920
Somerville	1359	1873	1881	1429
Mosley	795	793	871	697
Laxton, Digby, Longford	789	800	723	463
Carden	646	721	696	488
Dalton	468	495	512	282
Totals	4057	4697	4691	3449

It will be noted that while South Victoria reached its maximum population in the early eighties, North Victoria, being settled much later, did not attain its peak until about fifteen years later. Since then it has declined rapidly. The loss since 1901 has been 1232 or more than one-quarter of its population. Further, while in South Victoria the decrease in population has meant a reduction not in the number of farms but in the number of people occupying them, in North Victoria farms have been completely abandoned, often without finding any purchaser.

The condition, to-day, of those who have remained is often pitiable. There are, of course, exceptional good farms, lying in valleys in the front ranges, but to some of the remoter centres the pressure of stark want is bringing about much social degeneracy. Physical and mental defects are becoming commonplace. A great disinclination often melts for the intervention of the Children's Aid Society. The result to these matters does not tie with the people but with the conditions under which they attempt to secure a livelihood. The original settlers were no energetic hard working resourceful people, sprung from the finest pioneer stock to the older counties of Ontario. But in many cases they now turn up impossible propositions. The amount of energy expended in trying to make a living on these areas has been enormous and it applied under half tolerable conditions would have shamed by its achievements the self-satisfied prosperity of more favored regions. The modern urban dweller with his shortened hours and extended relaxations cannot imagine the dreary hopelessness of trying to wring agricultural returns from soil that is good only for forest. Even the hard-working farmer of South Victoria would find it hard to realize the extremities endured in the northern townships. As a minor indication of conditions it may be mentioned that in one section of Somerville the school tax alone, irrespective of all other levies, is 52.8 mills on the dollar. When we remember that the school tax in Lindsay is only 13.5 mills we may realize how these settlers, farmers are bleeding themselves white in an attempt to provide their children with education. The simple truth is that the land, treated as farming country, will not support them.

At the present time dairying is the chief farm industry to the granite region, the only crops are hay and oats and there is a struggle for each farmer to get enough of these for his own use. As the number

of cattle that a moe ran winter is controlled by his summer crop as a dry season means poor crops on the shallow sandy soil, natural meadows and marshes are sought out and all available marsh hay harvested. Rough grazing land is fairly plentiful and is a distinct aid to fattening and ranching. Many farmers in South Victoria now pasture their herds each summer on abandoned farms in North Victoria and bring them home to winter on aftermath, a system which permits more extensive and profitable farming in the south. The dairying industry now supports two creameries, one at Coboconk and one at Richmond. Improved methods of farming, such as more deliberate measuring of land and rotation of crops, would doubtless better many parts of North Victoria, but by far the greater portion of the region is utterly unsuited for agriculture.

An Era of Lumbering Now Past.

Lumbering was the supreme industry of earlier times but is now overshadowed through the sheer blind improvidence of those who took part in it. The record of ruthlessness and wanton destructiveness left by many who made their fortunes in North Victoria sixty years ago is a reproach to our race that will be hard to remove. It can however be palliated by an intelligent administration of the ravaged wilderness which has been left to our generation.

In 1850 all of North Victoria was covered with primeval forest. Of this original sylva, fully two thirds was magnificent white pine and the other one third pure hardwood, chiefly maple and beech. From 1850 to 1880 the forest was slashed away in reckless fashion. The easiest areas especially were cut practically clean to the process of lumbering, although only the largest and choicest trees were utilized. The commercial output, even down through the seventies, ran into tens of millions of feet to envelops and unrecorded hundreds of square timber yet the potential value destroyed to the younger trees was probably far greater. On the most glaringly non-agricultural soils no thought was ever given to a future forest crop; no saplings were left to replenish the region, and trees killed by carelessness or ignorance swept away from the seedlings that might have redeemed the slaughter.

The results are very evident today. Illuminating figures for Somerville township are on record in a survey report made by the Commission of Conservation. Only 27.3% of the township consists of cleared farm land, 61.2% is burnt-over land, and a scant 10.8% is forested. Of this latter fraction about one-sixth or 1.3% of the whole area is coniferous forest (cedar balsam swamp spruce and tamarack), and the other 9.5% is hardwood and mixed forest. All of this wooded remnant has been pitilessly culled over and little of real value left. No forest restocking savings remained.

For the northern region as a whole the Commission reported that the white pine had been all but annihilated and the other trees of the area more or less severely culled; and that the pioneers had

been burnt over at least once and in most places several times. Nearly two-thirds of the pine grounds had been burnt over two or three times and were beyond natural recuperation. The fire not only consumed what scanty young growth had been left after lumbering. Where the soil was thin, especially along the rock ridges, it destroyed the humus entirely. It also burnt up all seeds of the white pine and, as fortune ceased reseeding from adjacent pineries was limited to the distance that cones could fall and roll, almost all natural reforestration had been established by the wind blown seed-catkins of poplars and birches. As a result 57.3% of the present forested area was now poplar and another 33% hardwoods.

Reforestration Needed.

A delfs te policy of reforestration would seem the part of wisdom. We have already seen that mining has no future and agriculture a precarious outlook in North Victoria. In seven townships there are tracts comprising more than two hundred square miles which have been classed as waste land available for reforestration. Much of this land will be replanted by natural means, but will trees of inferior value. All areas however stand in constant danger of fire and unless the administration of such tracts is taken over on a large scale preferably under municipal management an adequate fire protection can be hoped for.

A more detailed discussion of this problem will be undertaken in a later chapter. It will suffice here to suggest the value of profiting by past mistakes and of seeking by prudent stewardship to re-establish the ruined prosperity of half a county. There is no reason why the bulk of these northern townships should not constitute forest reserves that might be drawn on in perpetuity and add greatly to the permanent wealth of the county.

A Resort for Recreation.

Nor is material gain the only argument in favor of a rehabilitation of North Victoria. Because of the pace of modern urban civilization the forests have become increasingly important as recreation grounds and as sanitary and health resorts. Even now our county affords a magnificent field for the sportsman and camper to range over. There are some sixty lakes in the Northern townships varying in size from farms of a few acres in the Longford granite to the blue expanse of Balsam Lake, nine miles in length and five in breadth. The altitude, in no case less than 840 feet above sea-level ensures cool summer nights even when Toronto swelters most desperately. But under a system of forest relation and forest protection every year would add to the beauty and healthfulness of these northern resorts until we could point with pride to what would be not only perennial sources of revenue but regions of natural paradise where the sibling and the over-wrought might find rest and healing.

Recapitulation.

Such then is North Victoria—a territory where the spoliation of a glorious forest has left a waste devoid of minerals and barren under the farmer's toil yet where the future holds the hope of valleys roamed by hundreds of grazing herds, of forests tended and profitable, and of a refuge sought continually by the weary and heavy laden

Chapter VI.

The Town of Lindsay

The present town at Lindsay is built on both sides of the Scugog River about half way between its source in Scugog Lake and its debouchure into Sturgeon Lake. Beneath the townsite lies an ancient pre-glacial rock valley carved out of the limestones at the Trenton era. The mantle of sand and clay which the glacial epoch cast across the valley is thickest just at Lindsay and the river has therefore, in this vicinity, steep banks, where the channel has been cut down through these morainic deposits. In conjunction with these steep banks there was originally a series of gentle rapids extending down most of the westward bend of the Scugog which lies in the heart of the town. The total fall was about three feet. A Mississauga camp site was located near by, known as "Onigabating" (i.e., The Portage.)

In 1821, a paper township of Ops was attached to the Newcastle District by the Assembly at Upper Canada. In 1824-25, Colonel Duncan McDonnell of Greenfield, Glengarry county, assisted by Patrick Lee and Daniel Shaughan, surveyed the township. Lots 20 and 21, Concession V, were reserved in a townsite.

In 1825, the first settler, Patrick Connell, settled on Lot 7, Concession IV. Others the Brady's, Tyrrel, Hydes, Twelveys, Murphys and Rowes, joined him along the valley at the Scugog Lot 16 in Concession V, just south of the present Riverside Cemetery, was granted by the government to the Rev. Father Crowley, the late Roman Catholic priest of Central Ontario in order that he might assist in the settlement of this township. The lot passed in 1846 to Father Crowley's nephew John Ambrose, and now belongs to P. J. Murphy. In the late twenties however, the priest had a house built on it at the water's edge. This was not for his own residence (since he had his headquarters in Peterborough and practically lived on horseback) but for the storage of settlers' effects. The spot was known as "The Priest's Landing". A trail called the "middle line" which ran from Cobourg through Peterborough and Omemee ended at the "Landing" and from here on the settlers who had entered by this route proceeded by canoe. An early pioneer has declared that the scenery along the Scugog was exceedingly beautiful. The bright ribbon of water wound to and fro through a majestic forest that towered high above it. No human devastation had disfigured that quiet avenue among the primeval pines. The ugliness of waste and destruction and decay had not yet blighted it. Even the lowest banks were soft with beaver meadows and wild rose blossoms rioted at the water's edge.

The Millers of the Scugog

The virtuat foonders of Lindsay were three Amerbcans William Purdy and his two sons Jesse and Hazard. About 1827 the government entered into a contract with the Purdys They were to put up a ten foot dam on the Scugog River at Lindsay and build a sawmill in 1828 and a grist mill in 1829 If the work were accomplished within the time-limit, the government was to deed them 469 acres comprising Lots 20 and 21 Concession VI or that part of modern Lindsay which lies between Cathorine Street Lindsay Street, Durham Street and the eastern boundary, and to pay them a bonus of six hundred dollars

They began work in the winter of 1827-8 bringing all supplies from the head of Scugog Lake on the ice In the winter time and by ing canoes in spring and summer The dam was located at the foot of what is now Georgina Street, about the present site at Perrin's Boat Works for here the banks were highest and a wing dam through the woods therefore unnecessary The river at this point was about thirty feet wide and eighteen inches deep. By September 1828 the dam was finished and a sawmill 20 feet by 45 feet ready for operation Many guesses were made as to how long it would take for the millpond to fill up The most ambitious conjecture was twenty four hours. It was not, however until the following April seven months later that the water finally reached the top of the dam No one seems to have realized that a ten foot dam built at the head of the rapids at Lindsay would actually raise the level of Scugog Lake by several feet

The pressure during the spring freshet of 1829 was too much for the dam The centre timbers shifted on the rock bottom at the river the dam broke and everything was swept away The Purdys then wrote to the government at York and secured a time extension of one year By April 1830, the dam was repaired and the sawmill running at last.

Then a grist mill thirty feet by forty, and three and a half storeys high was built As the time allowance was now running out rapidly a single run of stones was put in and the mill started The first flour ground was for Mrs Dennis Twohey's wake There was no bolt for some time, so the early flour was dark though wholesome. The miller's toll was set at one-twelfth of the grist Patronage was brisk and it is recorded that women brought grain on their backs from their homes to Eldon fifteen miles away One girl at sixteen carried a basket that distance Customers had to wait their turn and it sometimes took two or three days for a man to get his grist In the meantime he camped on the river bank or slept at night before a great fireplace to the mill If food ran short, frog-jacks were made from new grist

The Survey of the Townsite.

In the original survey at Ops by Calnect McDonett in 1826, Lots

20 and 21 in the 5th concession had been reserved as a townsite. In 1834 John Huston of Cavan came in with a small party to plot out this site into streets and lots.

One of Huston's assistants, a man named Lindsay, was accidentally wounded in the leg by a gunshot, infection set in, and he died. Lindsay was buried on the river bank on or about the site of the present C.W.V.A. club-house. The circumstances of his death led to the township being named "Lindsay" on the surveyor's plans submitted to and approved by the government.

The original area surveyed at this time consisted of that portion of modern Lindsay bounded by Lindsay, Cotherne, Angeline, and Durham streets, a parcel of 400 acres or one quarter of the present town. The east half of the site was surveyed into 345 half-acre building lots and the west half into 50 park lots of about five acres each. Two main streets, the modern Kent Street and Victoria Avenue, each 100 feet in width, bisected the town from east to west and from north to south respectively. On the four corners of the intersection of these two streets a market square of six acres known as "Queen's square" and extending half a block to north and south at Kent Street between Cambridge and Sussex Streets was reserved. Victoria Avenue was, of course, named after the heiress-apparent to the throne and Kent Street after her father, the Duke of Kent. All the other streets were laid out 80 feet in width. These running north and south were latterly named after Victoria's uncles—the duke of York, King William IV, the duke of Cambridge, the duke of Sussex and Prince Alfred (a street later renamed Angeline). Albert Street was named after the Prince Consort and Adelaide Street after Victoria and the wife of William IV. Streets running east and west were named, as the other had, after English statesmen and governors of Canada: the Earl of Durham, Lord Melbourne (British premier 1833), Baron Glenelg, (Colonial Secretary, 1835-39), Lord John Russell (another colonial secretary; author of the Act of Union), Sir Robert Peel (British premier 1834), the Duke of Wellington (British premier, 1828-30), Sir Francis Bond Head, and Sir John Colborne. None of these streets except Durham and Colborne run farther west than Albert Street though an irregular ordinary road ran southwest towards Port Perry from the corner of Bond and Albert.

Such was the original plan of Lindsay as mapped out by Huston the surveyor. Several years passed, however, before any attempt was made to clear out even one of the streets surveyed in 1834 through the almost impenetrable forest and swamp that stood on the townsite.

Purdy's Mills in the Thirties.

Meanwhile a small village known as "Purdy's Mills" or as "Portage Village" was growing up chiefly on the Purdy estate to the east of Lindsay Street. Jeremiah Britton, together with his sons Charles and Wellington, came from Port Hope to the winter of 1834

25 and bought from Purdy for $100 an acre of land of what is now the foot of Kent Street. Here on the present Academy of Music corner he built a log shack and opened a tavern. It is said that a notice was posted up over the bar reading: "Keep sober or keep away." Small stores were opened on the mill property by a Thomas Sweden from Cavan and a Major Thomas Morphy. A Mr. Fulford also began a little carding mill at the Purdy tract. Purdy's house was near the modern Flavelle mill and his barn on the site of the modern covered. Prior to 1834, the only settlers on the surveyed township were David Ray, William Culbert (later the postmaster) and the family of Edward Murphy, on Peel Street. In 1867 James Hullen moved in from Opa and opened the first store on Kent Street. Other citizens who came in soon afterwards were James Twohey, Thomas Clarke, Thomas Venz, Nicholas Powell, Dominic McBride and Wm. Thatcher.

Virgin wilderness still hemmed in the little settlement. In winter, deep could be seen drinking from the river in the heart of the present town or being chased by wolves up Kent Street. A woman was supposed to have been eaten by wolves or bears at Sucker Creek, near the Riverside Cemetery. Nothing but her handkerchief was ever found.

For a few times the only bridge across the river was situated at the foot of Huron Street, at a few yards east of the present Allenbury factory, where the north bank is quite steep. Two abutments of logs were built, one on each side of the river, strong cedar stringers put across, and shorter cedar logs laid side by side on these to form a roadway. The road which led from the north end of this bridge wandered east to what is now O'Neill's Corner, but was then known as Lang's Corner. Here it parted into two roads, one running east and south to Omemee and Peterborough and the other south (by the modern Logie Street) towards Bawnsville. These roads were however in unspeakable condition, and in the thirties those seeking supplies often went by canoe to Bridgenorth on Chemong Lake, and walked six miles from there to Peterborough. In 1841 Purdy's Mills itself became a distributing centre when Thomas Keenan opened a general store just east of Jeremiah Sullivan on Kent Street East.

A Period of Invasions.

During a period of about ten years Lindsay was subjected to a series of armed invasions which made life in the village anything but peaceful.

The first invasion came in December 1837. The previous revolt of that year had been put down and Major Morphy, for reasons of his own, started a rumor in Peterborough to the effect that William Lyon McKenzie was in hiding at Lindsay. As a result, a number of farmers who were with their oxteams at Purdy's mill one clear, cool evening were startled to hear a volley of muskets and to see a column of about 300 armed men with a large flag descending the steep river bank to the north. When the advance guard got as the bridge cheers were raised, trumpets sounded, kettle-drums rattled,

the flag waved and another mighty salvo of muskel fire let off into the upper air. The villagers, some thirty men, women and children in all rushed from their cabins to see what was happening and found that their visitors were a detachment of Peterborough militia under Colonel Alexander McDonnell searching for McKenzie. As it was too late for the contingent to return home that night they bivouacked to and around Britton's tavern. It seem did not matter much which

William Purdy had been speaking rather plainly against the Family Compact and Major Murphy took this opportunity of laying information against him. The latter was accordingly arrested and taken to Cobourg gaol. Here he lay without trial for some time, but was at last liberated and told to go home and mind his own business. As a result of this unpleasant experience Purdy decided not to live in Lindsay any longer and removed to Bath. Of his two sons Jesse who had had a severe attack of fever and ague went with him while Hazard remained in charge of the mill.

Major Murphy received the postmastership which had been held by William Purdy up to this time. He did not hold this lit gottee position long, however, for he started a distillery. Drunk too much of his own whiskey, took delirium tremens and left the country. The postmastership then passed to William Culbert in whose family it remained for more than twenty years.

The second invasion of Lindsay came in 1838. The Purdy dam had backed the waters of the Scugog over some 12,000 acres of land adjacent to river and lake. The forest was drowned out, all vegetation rotted and a plague of fever and ague carried off nearly one third of the population. There were hardly enough well men left to bury the dead. On one Sunday eleven deaths were announced in Ops, and on another Sunday seven heads of families had been swept away. Hostility towards the dams became more and more definite and bitter, and at last in the summer of 1838 a great band of farmers gathered from Ops, Mariposa and Cartwright, armed themselves with fish forks, pitchforks and axes, marched to Lindsay and hacked away part of the dam. The structure was not completely demolished however, and Hazard Purdy rebuilt it though at a lower level. At the same time he put in a large water-wheel, a cog and gear wheel, two run of stones, and bolting apparatus.

The government meantime was planning a lock at Lindsay for navigation purposes and it was arranged that a new dam situated in the present locality would serve both lock and mill. Dam and lock were begun about 1838, let lapse for a time, and finally completed in 1844. The old Purdy dam had had a head of twelve feet, reckoned from the foot of the rapids. The new dams fall was only seven feet. As compensation for the loss in water power and the construction of new works the Purdys were paid $1,600 by the government.

In the spring of 1844 Hiram Bigelow came to Lindsay and bought the mill and the 400 acre Purdy tract from Hazard Purdy for $10,000. The latter then left Lindsay and ultimately settled in Pembina North Dakota. In 1854 the old dam was still in use and

the original mill still running. As no steamboats were to appear on these waters for eight years more no urgency of navigation called for the dam's immediate removal. In the early part of 1846, new mills were built on the present site a quarter of a mile farther down stream. The old dam was then taken down and the mills worked by water from the new dam.

The third army of invasion appeared before Lindsay on July 12 1846. Billy Parker a noted Orange fighter from South Emily had received a beating in Lindsay and the hundreds of celebrants of the Boyne victory marched on the little hamlet to avenge on its population the defeat of their champion. The villagers were warned of the impending attack and prepared to defend themselves. All who had muskets put them in working order. Thomas Keenan prepared rude swords by winding cotton around the blits of scythe blades as handles. Pitchforks were served out as bayonets. The old log bridge across the Scugog was chopped down into the river, as in the defense of ancient Rome against the Tuscans. Sharp-shooters lined the river bank. Then a deputation, headed by Alexander Bryson was sent out to enter with the foe at Lang's Corners. Happily wise counsels prevailed and the history of the town was not marred with such a bubble as was then imminent.

The fourth and last major invasion came in the summer of 1847. In June of that year Bigelow sought and secured the permission of the government Board at Works to put a row of planks a foot in height along the top of the dam in summer so as to maintain the flood level of spring-time and ensure a uniform flow of water. This was to be done at his own risk and expense. No sooner did the news of this flashboard become generally known throughout the Scugog valley and back into Manvers and Cartwright than the riparian farmers assembled once more with axe and rifle marched to Lindsay and removed the planking.

A unique accident happened at this time. There was a single mill race or sluice controlled by a gate in the dam which conveyed the water down into the mills. The current was strong and the one stream worked both the sawmill and the grist mill. The invaders opened the sluice-gate so that most of the water would pass through and render their work on the dam easier. By some mischance a man named Tom Toole slipped into the sluice and went through the gearing of the two mills—the sawmill first and then the grist mill. When he was fished out fortunately still alive from the river below the mills, he was asked how he got through. He replied that he had had no time to take notes. Toole beat all records for going through the mill by going through two of them.

In the summers which followed Bigelow renewed the flashboards on the dam and succeeded in persuading the countryside that his action was not a serious menace to health.

From Village to Town

Meanwhile the village had been growing slowly but steadily. Kent

Street was chopped out in 1846 and other streets soon followed William McDonell came in from Peterborough and began the first tannery George Cotter started a potashery and William Thornhill a grist foundry Bigelow bought out Pollard's distillery and fulling business and developed it Stores were built by Thomas Keenan Jeremiah Britton Wm McDonell and G M Roche By 1851 the population had risen to 300

Navigation now began to develop and to bring prosperity with it The steam boat Woodman was built at Port Perry and the Ogemah at Preston Falls and others soon followed Pilotage was extremely difficult along the meandering Scugog which was long known as the River Styx because of the innumerable stumps that have disfigured its banks for three generations but the growth of lumbering made river traffic of paramount importance and the Scugog fleet increased rapidly

Meanwhile a charter had been granted in 1846 and renewed in 1853 to a railway company which purposed building a line from Port Hope to Lindsay (and later to Beaverton) Work was begun in earnest in 1854 and by December 1855 the head of steel had reached Rashore With the imminent prospect of being a railway terminus subject to rapid growth the citizens of Lindsay now applied to the government for incorporation as a town

The following year saw the incorporation of the towns of Newmarket Milton Brantford Oakville Sandwich Collingwood Windsor and finally Lindsay Some of these municipalities of like age have since outstripped Lindsay but most of them have lagged far behind

An Act passed by the Legislative Assembly on June 10 1857 contained the following preamble — Whereas from the rapidly increasing population of the Village of Lindsay in the county of Victoria (one of the United Counties of Peterborough and Victoria) and from the peculiar position thereof as the intended County Town and the northern terminus of the Port Hope Railway It is necessary to confer upon the said village the power of municipal government and incorporate it as a town under the name of the Town of Lindsay, etc etc.

The chief financial provision of the Act related to a bonus of $50 000 which had been paid by Ops (including Lindsay) to the Port Hope railway It was arranged that the municipal debentures (that representing this gradually should be divided between the town and the township according to assessment Lindsay had at this time an assessment of about $340 000 and a population of about 1100

The limits of the town were now extended so as to take in not only the original townsite but also three additional tracts, each of 400 acres

The first of these was the old Purdy estate Lots 24 and 25 in the 5th Concession or that part of the present town bounded by Lindsay Durham Verulam and Colborne Streets Hiram Bigelow on his death in 1855 had willed this property to the Bank of Upper

Casade In 1858 the bank conveyed the property to a real estate corporation known as the Lindsay Land Company and headed by John Kennedy and Robert Lang This company had the land platted off into streets and building lots It will be noted that the names chosen for these new streets were quite different from those on the old town site East of the river we have for example, St Paul Street, St. Patrick Street, St Peter Street St David Street, St. George Street, and St James Street.

The second new parcel of land included within the limits of 1857 consisted of Lot 22, Concession V and Lot 22 Concession VI, or all that part of the town which lies to the north of Catherine Street All this area and another 400 acres adjoining it on the north had belonged to Cheesemans Mac a retired naval officer who left Lindsay for California during the gold rush of 1858 and has never been heard of since. Modern occupancy is therefore based on tax-titles

The third addition of land comprised Lot 19, Concession V, and Lot 19 Concession VI or all that part of the modern town lying south of Durham Street This tract had originally been granted by the Crowe to Colonel McDonell, of Greenfield Glengarry County, the surveyor of Ops McDonell disposed of this piecemeal. Part of it was given by him to Father Chisholm (a fellow Scotch-Canadian from Glengarry) as a refuge for Irish immigrants who came out after the famine of 1847 The little settlement which sprang up here was known as "The Catholic village"

Other picturesque sections of the town are "the French village" and "Pumpkin Hollow" The former lies in the east part of the town and was settled by French-Canadian lumberjacks whose descendants here numbered 665 at the last census The latter lies a little to the southwest of the Flavelle mill and was so called because of the great crops of pumpkins grown there in early days

The Act of Incorporation divided Lindsay into three wards The East or Victoria Ward comprised all that part of the town which lay to the east of Lindsay Street and the North and South Wards those parts of the remainder lying to north and south respectively of the middle line of Kent Street. On July 1st 1862 the government sanctioned a change whereby the centre line of Kent Street became the dividing line between the North and South wards as at present

Municipal Officials

The first town council met in a frame town hall on the northeast corner of Kent Street and Victoria Avenue on July 2d 1857. The civic officials at this beginning of town were as follows —Mayor, Robert Lang Reeve, Foster Cain, Councillors Wm Thornhill David Brown, Jeremiah O Leary, J Healey, H G Clarke James Walsh, and J McCarthy, clerk and treasurer T A. Medepath chief of police, John Douglass

The mayors from that time until the present have been as follows —1857 1858-61 Robert Lang 1862 James McKibbon and William Thornhill 1863-64 1865 Thomas Keenan, 1864 Wm Mc-

Dowell; 1866-68, A. Lacourse; 1869-70, David Brown; 1871-72, George Downer; 1873, John Dobson; 1874-75, L. McGuire; 1876-77, Thos. W. Poole; 1878-80, 1886 C. H. James Dobson; 1881-82, F. C. Taylor; 1883-85, J. W. Wallace; 1887-90, Thomas Walters ;1891, 1894-1895, Robert Smyth; 1892-93, 1896, Duncan Ray; 1897-99, Henry Walters; 1901-03, George Ingle; 1903-04, J. H. McGuran; 1905-07, Dr. A. H. Vrooman; 1908-10, James B. Berg; 1911, 1913-15, R. M. Beal; 1912, Dr. J. W. Wood; 1916, D. J. McLean; 1916-18, Richard Kylie; 1918-20, D. L. McLean; 1921, John O'Reilly.

A Scourge of Fire

A beautiful catastrophe overtook Lindsay on July 5, 1846. An election has just been held, and the town was thronged with visitors, waiting to hear and celebrate the official announcement of the returning officer. At 11.30 a.m., when it had just been announced that James W. Dunsford (Liberal) had vanquished John Cameron (Conservative), a fire was noticed in a small frame house on the south side of Kidout Street, about where Dr. Blanchard's residence now stands. It has always been supposed that the owner of the house, who had put up the building but could only rent the land, set the place on fire as the climax to a quarrel with his landlord.

A south wind rose with the fire and swept the flames from building to building both sides of Kent Street west to William were soon in ashes and all buildings between Kent and Peel streets destroyed except one little log cabin owned by a widow named Murphy, on the southeast corner of Peel and William streets. Further east the flames licked up Fraser's Hotel (on the present Cal's site) the grist and saw mills and all adjacent buildings leaped across the river by way of the bridge and consumed Brown's Alma Hotel and the Port Hope and Lindsay Railway station.

By 3.30 in the afternoon the fire had burnt itself out. The area destroyed was roughly speaking, bounded by Russell William, Peel Queen Caroline and St. Lawrence streets. Four hotels, two mills, the post office and customs office and 82 other buildings lay in charred ruins and about 400 people were without shelter. No lives were lost, but the loss of personal property was in most cases complete for fire insurance was still only in its infancy.

Distress was great, though much food and clothing was supplied by unharmed citizens and farmers in the country near at hand, and for several days the trains from Port Hope were besieged by refugees seeking bread. The west side of Cambridge Street, between Peel and Wellington was then a campsite and many camped here for weeks, at first shelterless and later in tents.

Although ruinous to the individual, the fire was a blessing in disguise to the town as a whole. Disaster seemed only to stimulate courage, and steps were at once taken to erect fine brick stores in place of the wooden buildings which had been swept away. A brick yard had been begun five years before on the farm of Frank Curtin,

lot 18 Con. V, a mile south of the town, and the proximity of such building material made these ambitious projects possible. Within a year the Bruton block, Funk's Hotel (McConnell's), the eastern half of the Keenan block (four stores and an hotel), and the Pingelow (Spratt and Killens and McArthur), Wilson (Kennedy), Wright (Armstrong and Forbes), Knowlson (Gregory and adjacent stores) McLennon and Baker (Adams) blocks were completed. Nearly all were handsome three storey brick buildings remarkable in their day and environment and still a credit to the town. The fire was thus the making of the town.

Further Threats of Fire

Never again was the town destroyed by fire, but there have been occasions when destruction seemed very close at hand.

In August, 1881, a phenomenal drought scorched and blistered the whole of Ontario and for days the thermometer ranged from 95 to 105 degrees Fahrenheit in the shade. Fires broke out in Victoria county on August 30th, and swept across the countryside before a west wind. Forests crops, fences and farm buildings were consumed. Railroad bridges were burned away and the rails twisted out of shape. The Long Swamp west of Lindsay was ravaged, towering clouds of ashes, smoke and dust brought darkness and suffocation to the town, and a band of fire-fighters battled all day long on the 31st against a wave of flame that licked hungrily around the western boundary. At 4:00 p.m. on September 1st a torrential rain brought this fiery chapter to a close. Most of the county had been wiped out and the following year saw a huge emigration of farmers to Manitoba, Dakota, and other western areas.

A similar season of fire came in September 1887, but as no dust had been left in South Victoria by the holocaust of 1881, the blaze was confined to the northern townships. An impenetrable pall of smoke lay over the whole countryside, however. Even in Lindsay visibility was limited to a few feet, eyes were tortured, and ashes fell like snow.

Some of the more serious local small fires during the past fifty years have been the following:—The Doheny block, northwest corner of William and Kent 1875 loss $35,000, Parkins sawmill, 1st 2nd 1884, 1886 and 1892, the Songer Paper Company's mill, 1886 loss $75,000; the McDonnell block, southwest corner of William and Kent 1888 loss $15,000; the Flavelle warehouses, Mont Ward 1888 loss $25,000; Peel Street, in rear of the Elsmere block, 1902 loss $25,000; the Kennedy and Davis sawmill 1st 2 loss $13,000; the Carew sawmill 1st 6 loss $1% ddd.

Primitive Conditions of Life

Conditions in the sixties and seventies varied much from those of today. William Street vied with Kent Street in importance as a commercial thoroughfare. Wellington Street was the leading resi-

dential section of the town. There were however no sewers no town water no lights, and few cellars. The necessities of the modern working-man were then luxuries unattainable to all.

It is interesting to note that on April 17, 1865, the day of Abraham Lincoln's funeral, this little Canadian town closed all its stores and schools, put its flags at half-mast, and with two small cannon owned by a retired British naval officer named Redden fired off a memorial salute to the great American.

The first telegraph system was installed in September 1862 by the Montreal Telegraph Company, who brought in their line along the Port Hope railway. On January 11, 1878, the first local demonstration of the telephone was made by attaching receiving and transmitting apparatus to the telegraph wires in Peterboro and Lindsay and so talking between the two towns. The first local telephone exchange was installed in June 1881, by George D. Edwards of the Bell Telephone Company. The system began with thirty subscribers. The first demonstration of the phonograph was made to the Opera House in June 1878.

The police protection of those early days was very inadequate. Drunkenness was fed by dirty taverns on every corner and immorality was so brazen and shameless that a number of private citizens formed a Vigilance Committee in 1877 and burned down all the more notorious brothels throughout the town. For many weeks the local papers kept recording another roaring game. After this purging by fire, it transpired that the Chief of Police himself had been a protector and patron of the wanton sisterhood.

Cows, geese and dogs wandered over all the streets unchecked until the eighties. From 1883 to 1889 the feverish question to most significant politics was whether or not to prevent the poor man's cow from ranging the land and devouring every green thing in every private garden. A half measure was tried which required every street-grazing cow to be tethered but the tether-ropes grew to unbelievable lengths and in 1889 the cow was banished entirely from the streets. The first dog by law was passed on July 28, 1887 and imposed a tax of one dollar per dog.

Growth in Civic Stature.

The population of Lindsay has grown slowly but steadily from 1106 at incorporation in 1857 to 1587 in 1861, 4945 in 1871, 5788 in 1881, 6981 in 1891, 7203 in 1901 and 8855 in 1921 (assessment roll figures).

This gradual development has resulted in an unusually high standard of general comfort in the town. There are few noticeable extremes of wealth or poverty. There are no palaces and likewise no hovels. And when hard times bring the soup kitchen and the breadline to blighted industrial towns like Peterborough and Oshawa, Lindsay shows little evident distress.

The chief causes of the town's having grown at all are (1) manu-

cipal (2) transportational, (3) industrial and (4) commercial

The advantages which it has enjoyed as the county town are self-evident. Judicial, educational and municipal establishments have all tended to focalize at this centre.

For more important has been the gathering in of railways. Lindsay has no fewer than eight lines of railway radiating out, spoke-wise, from her boundaries. 27 passenger trains and many more freight trains pass in and out each day, and the G.T.R. divisional locomotive shops stationed here have a normal payroll of 120 men. The part played by the railways in building up and maintaining the town cannot be over-estimated.

The industrial and commercial growth of the town call for separate treatment.

Summary of Industrial Development.

As might be expected in a small inland town the leading industries of the past seventy years have been those such as lumbering, flouring, tanning, weaving, brewing and brick-making which have utilized the natural products of the neighboring countryside. Iron founding and carriage-making here also had success up to the limit of the needs of the district.

The pioneer mill, both in gristing and in lumbering, was the Purdy plant, with which were later associated the proprietary names of Miram, Eglelow, Walker Neveller, William Neveller, Thomas Sadler, J. R. Dundas, Wm. Flavelle and J. D. Flavelle. In 1894 these mills had a daily flour output of 600 bags, an annual lumber cut of 1,000,000 feet, a 90 000 bushel grain elevator, a river fleet of six barges and a steamboat, and a staff of over 100 men. The depletion of our forests and the dwindling of the county's cereal output, through the rise of mixed farming here resulted in the extinction of all this business. Lumbering was relinquished by 1900 and in 1910 the gristing interests, then controlled by Mr. J. D. Flavelle were sunk in a big milling merger known as the Canadian Cereal and Milling Company. Local operations were soon afterwards suspended.

Other local companies which have during the past half-century engaged in lumbering, planing and wood working have been the following: (1) Hellis Bowen, succeeded on the same site by Whitmore (The Yankee mill"). Dunham and Kellogg, John Redd, the Ralphun Co., Baker and Bryans, and the Baker Lumber Co. (2) Thomas Fee. (3) Burke Bros. (4) George Ingle (Lindsay Planing Mill); (5) John Dorsey. (6) Robert Bryans, succeeded by Joseph Maunder, (7) Parkin Lumber Co., later the Digby Lumber Co.; (8) Killaly and Kennedy. (9) J. F. Ryley (Victoria Planing Mill); (10) Kennedy, Davis, and Co.; (11) Rider and Kitchener, (12) John Carew Lumber Co., (13) Gull River Lumber Co.; and (14) Lindsay Woodworkers Ltd. The last three are still active.

The only surviving flour mill is one founded in 1859 by Isaac Finley and since identified with G. E. Martin, Joseph Maunder, C. C.

Finley and W H Woods

Tanneries have been conducted by F H O'Beirne Alfred Lisle, the Robson Brothers and the R M Neal Leather Co

Woollen mills have been carried on by Wm Dundas succeeded by J W Wallace and later by Alex and James Horne and knitting factories by Mollen and Hanlon and E Hood and Son

Major Thomas Murphy founded a distillery in 1835 on a stream north of the town still known as the Old Distillery Creek The enterprise fell through and he moved into town A second distillery on William Street only resulted in his developing delirium tremens from drinking his own whiskey Another distillery began by Benjamin Sisley and breweries set up by Thomas Clark and James Lothian all ended in bankruptcy Greater success attended Calcutt's Brewery founded in 1872 and later run by Lloyd and Goldie the Maslana (father and son) and Fred Cornell II both now deceased

Brick making was begun about 1856 by Francis Curtis on his farm south of the town The Fozes (father and son) took over the business in 1877 It is now run by C Wagstaff

The leading iron foundries were long those of Mowry and of John Maklee Makins sold out to John McCrae in 1859 The Sylvester Bros Mfg Co founded in 1882 by Richard and Robert Sylvester was at one time Lindsay's leading industry Over 100 men were engaged in manufacturing agricultural implements (binders drills presses etc) of the proprietors one inventive Ruland by speculation the business is today being revived by Sylvesters of the second generation who are manufacturing gasoline engines Other metal working firms have been the Maclean Williams Co the Canadian Swensons Ltd the Boving Hydraulic and Engineering Co and the Cole Mfg Co Ltd

Carriage-manufacture has been chiefly in the hands of James Hamilton T Cunningham (succeeded by Cale Carley and Cortle) Richard Kylie D Sinclair and D J McLean Fitzsimmons Ltd which deals in automobile bodies is a modern variant of the same trade

Among miscellaneous industries we may class (1) the Lindsay Creamery Co of H J Lewis and the cold storage business of Dundas and Wheable Bros now under one management as Pioneer Ltd (2) the Lindsay Marble Works (Robert Chambers) and the Victoria Marble Works (W H Cresswell) (3) the pork packing businesses of C L Potter and George Matthews no longer in local operation (4) J M Scullen factory seed business (5) Holgate Bros Chemical Works (6) the Dominion Arsenal shell works (7) Allan and Hanbury's Ltd baby food factory

The imagination is appealed to somewhat by the evil fate which pursued certain firms that once operated in the East Ward on the present Beal tannery site Here James Leetham's brewery first went bankrupt and then burned down Then a Trenham Extract Company of Montreal managed locally by James Fotey erected an enormous

plant on the same spot. Mismanagement and a lack of hemlock bark brought about collapse and a loss of $200,000. A Montreal wrapping paper firm then took over and progressed to manufacture paper from wild rice and from wheat straw. Bankruptcy intervened. Still another enterprise, the Scugog Paper Mill Company, managed by J. C. Patterson, made expensive preparations for making felt paper from pea straw, cedar bark, and similar materials. The carelessness of a French night watchman set the plant on fire. Destruction was complete and the proprietors lost $75,000. The R. M. Steel Industry which followed next has apparently been immune from the evil spell of the place.

The prosperity of the town has been helped from time to time by the civic enthusiasm of the local Board of Trade. The Board was first organized on February 12, 1887, and latterly revival meetings have been held in 1888, 1905, and 1921.

Commercial Lindsay

The number and character of the stores of Lindsay have changed little during the past forty or fifty years. Their trade is largely limited to the extent of the population of the surrounding country, and while the advent of the automobile has resulted in wider distribution, it has served to decrease of several thousands in the population of the county and the wholesale piracy of urban mail-order houses have both done much to neutralize this expansion.

The actual proprietors of the local stores however have changed necessarily and it would be an overtaxing of the list of the generations of merchants who have taken part in local trade since incorporation. I shall content myself with the following schedule of older businesses which after many years remain with the families which founded them.—1837 Jeremiah Britton (now J. Britton Jewelry) 1852 E. Gregory, drugs; 1856 John Anderson furniture; 1860 W. A. Goodwin, wall paper, etc.; 1861 R. S. Porter, books and stationery; 1861 Dundas & Flavelles, dry goods; 1862 M. O'Halloran, meats; 1862 McLennan & Co., hardware; 1863 Thomas Beall, jewelry; 1867 J. M. Neelands, dentistry; 1868 S. Cornell, insurance; 1874 R. F. Sprall and J. Killen, groceries; 1875 A. Higinbotham, drugs; 1876 J. A. Whitaneso, harness; 1881 J. G. Edwards, hardware; 1884 G. A. Miles, tailoring; 1887 Alex. Fisher, groceries; 1888 M. J. Carter, clothing; 1890 M. E. Tanguay, furniture; 1890 Wm. McWatters, confectionery; 1896 Philip Morgan, drugs; 1903 R. Johnston and M. H. Sisson, boots; 1893 G. A. Little, books and stationery; 1897 F. W. Soleilhe, dry goods.

At the present time Lindsay has 27 grocers, 8 clothiers and drapers, 6 druggists, 6 butchers, 6 hardware merchants, 5 confectioners, 4 shoe dealers, 4 coal dealers, 2 jewelers, 2 furniture dealers, 3 stationers, 2 fruiterers, 3 opticians, 2 tailors, 2 music stores, and 1 harness dealer.

The Banks of Lindsay.

The Bank of Upper Canada opened a branch in Lindsay in 1853

and conducted business until the failure of 1883. The Bank of Montreal had a local agency to 1884, but for nearly twenty years it did nothing beyond accepting deposits for the government. The Ontario Bank came in in 1864 and the Merchants Bank in 1874. The Bank of Montreal absorbed the latter in 1877 and the former in 1906. The Dominion Bank began business in Lindsay in 1891, the Standard Bank and the Bank of Commerce in 1904, and the Home Bank to 1910. The Victoria Loan and Savings Co. was founded in Lindsay in 1895, under local management and largely financed by local capital.

Delayed Civic Improvements.

The last four decades have seen remarkable developments in the conveniences and amenities of town life. Electric light waterworks, sewerage, paved streets, municipal charities, and a hospital have all reached mature growth.

The tardiness with which these developments came was due in large measure to bad municipal financing during the period 1874-1891. For many years municipal politicians deliberately disregarded written and unwritten laws. Debentures were issued for various purposes, but the councillors in their desire to carry popular favor by a low tax rate kept taking the money raised to pay off the principal and diverting it to current expenses. Finally, in 1891, a provincial Act forced the consolidation of the arrears of debt and payment in full within thirty-five years. The consolidated debt amounted to $163,36d. of which sum $125,000 had been voted in railway bonuses.

Once civic government had been placed on a sound basis in this fashion the provision of modern public utilities was much accelerated.

Lindsay's Lighting System.

Prior to 1884 the streets of Lindsay were without illumination and citizens who walked abroad of night did so in imminent peril from mad dogs and drunken drivers. The town council at last decided, in November 1884, to purchase six coal oil lamps. One of these lamps was placed at the Wellington Street bridge, one opposite the Midland station, and the other four on Kent Street.

In September 1884 a "Consumers' Gas Company" at Lindsay was formed, with an authorized capital of $50,000. J. R. Dundas was president and F. C. Taylor managing director. This new company contracted with the town to install 28 gas-lamps for street-lighting.

Gas however was soon to syndicate in electricity. In 1886, a F. Keesop of Newmarket established a "Lindsay Electric Light Company," which generated power on a fuel system, and was given the street-lighting contract. A rival enterprise, the "Victoria Electric Light Co. Ltd.," was at once founded by Samuel and Alfred Forbes. The Parkins were burned out in September 1891, and thereupon

bought up the plant of the Consumers Gas Company on the southeast corner of William and Wellington streets demolished the works and set up an electric power station. Competition between the two electric light companies was keen and both gave service at a loss—to the great benefit of the public but to their own embarrassment. At last Thomas Sadler and William Needler came to the financial assistance of Rossin. They then bought out their rivals and incorporated the Light, Heat and Power Co. of Lindsay Ltd.

The advantages of hydro-electric power development at Fenelon Falls were now considered. J. A. Culverwell of Port Hope had seen the prize first and had secured an option on the Smith Estate at Fenelon Falls. This was checkmated by the adverse report of a supposed expert. The Lindsay company then stepped in and snatched up the power rights.

Work was begun in July 1888 on a $75 000 generation and transmission system. The chief items in the generating system were an 11 foot steel flume, two Swinging turbines and a 400-kilowatt generator. A three-phase current at 550 volts was stepped up to 11,000 volts for transmission and distributed in Lindsay at 1100 volts. The contractors were the Wm. Hamilton Mfg. Co., of Peterborough. The system was formally opened on May 31st 1889.

The municipal fathers now decided that the rates charged for street lights were exorbitant and encouraged the formation of a Lindsay Gas Company, capitalized at $40 000 in July 1891. The manager, John A. Burgess, of Toronto, put up a plant on the southwest corner of Kent and Sussex streets. His gas lights were tested in May 1892 by Professor Ellis and W. H. Stevens and condemned as hopelessly under strength.

In 1896 another gas venture, the "Gas Power Company," headed by a Mr. Dancy, of Toronto, was given the lighting franchise and much municipal encouragement. With this Rossin's colleagues all struggles against the electric power company came to an end.

In October 1911 the question of municipal ownership was brought to a head by local Socialists but was decisively rejected when put to a popular vote.

Since then the Light, Heat and Power Company has been acquired by the Seymour Power Company and still later absorbed into the Hydro-Electric Power Commission's 44 000 volt Central Ontario (or more correctly, Trent Valley) circuit.

Search for a Water Supply

No adequate provision of water for drinking, washing, and fire-fighting was made prior to 1882.

For drinking purposes private wells had to suffice. It was hoped at one time that artesian wells sufficient for the town, could be located within the civic limits. In 1887, a heavy flow was found by Richard Sylvester while drilling on his property on the northwest corner of Peel Street and Victoria Avenue and in 1888 the town

council paid $500 to have a test well sunk on Edward Murphy's pasture lot, on Adelaide Street, just north of the Collegiate Institute, by Abraham Mosley of Peterboro. Mosley's auger was broken and lost at a depth of 140 feet, and as no water had yet been discovered the project was abandoned.

Bathing was ill provided for except perhaps in a bath-house built by Thomas Sadler jutting into the river about 200 yards east of the grist mill. Here a bath could be had by paying an admission fee of ten cents to Peter Forbert, the attendant. Part of the bath was fitted up to accommodate children, the bottom being covered with a lattice-work of leather straps, thus allowing the water free circulation and preventing even the smallest child from littering through.

The only fire protection was that furnished to the business section above by a limited line of pipe and a water wheel at the grist mill, which was set going whenever an alarm was given.

A change from all this came in 1892 when the town entered into an agreement with a Lindsay Waterworks Company, backed by Messrs. Moffatt, Hodgkins and Clarke, of Watertown, N.Y., whereby the company was to instal a modern waterworks system in return for a guaranteed franchise for a period of years at $5200 per annum.

Construction began in June 1892 under the superintendence of E. B. Calkins. An intake, filter and a pump-house were built on the west bank of the Scugog at the foot of Mary Street. Two large Deane pumps with a daily pumping capacity of 1,000,000 gallons, were installed, and 7 miles of pipe laid down. For storage and pressure purposes a standpipe 110 feet high and 16 feet in diameter was put up at the corner of Jane and Henry streets, on the height of land near the fair grounds. The system was tested and accepted by the town on October 17, 1892.

It soon transpired that the company had gotten itself into financial embarrassment and the town authorities at last decided to buy up the waterworks for $50,000 and to place the system under a Board of four Waterworks Commissioners, consisting of the mayor, ex officio, and three members elected one each year, by the ratepayers. Since that time the water service has been extended steadily.

In 1895 experiments were made in water purification by ozone, but the results were not uniformly satisfactory. The water is now run through a sand and alum filter and sterilized with chlorine gas.

Sewage System Long Delayed.

Proper sewage arrangements for the town were slow in establishment.

In 1879 a stone drain costing $5600 was built from the river south up Lindsay street to Kent Street and thence west along Kent to about the present Post Office. This provided drainage for the swampy collars in part of the business section. No further sewerage

was attempted for another quarter of a century.

Shortly after the instalment of the waterworks in 1882, the popular demand for sewage accommodation became vocal and Willis Chipman C.E., of Toronto was engaged by the town to make a sewage survey. His report rendered in September 1882 divided the town into six drainage areas:—(1) a small northwest area, (2) a 120-acre Brewery Creek area, separated from (1) by a line from the highest point of land on the western boundary to the point where the Scugog crosses the northern boundary and from (3) by a line from the corner of Kent and William streets to the corner of Dunbarton and Cambridge streets, and thence south to the southern boundary, (3) a 200-acre Lindsay Street Creek area, (4) a strip varying in width from 700 feet to 1500 feet, along the west bank of the river from Huron Street to the southern boundary, (5) that part of the East Ward west of a line drawn north northeast from the south end of St. Patrick Street, (6) that part of the East Ward to the east of the same line. The seven areas (2) and (3), the principal portion of the town, he proposed building two trunk sewers one from Sussex Street along Kent Cambridge, Wellington and William streets and emptying into the river at the foot of Francis Street, and the other south down Lindsay Street. All drains were to empty below the locks where a minimum current of 10 feet per minute and an average discharge of 2d.000 cubic feet per minute were considered sufficient for sewage disposal until the population exceeded 13,000. The sewers too were for sewage only. Storm water was to be led to the Wellington Street drain and the Kent Street storm sewer.

The cost of the Chipman system was estimated at $54,000, and as the town was suffering from the effects of execrable management in earlier years, the council did not dare to undertake a work of such magnitude. Indeed it was not until 1888 that any sewerage construction was begun at all and the first vote then was only $15,000. Cautious but steady development has been going on ever since.

Summary of Public Utilities.

Today there are some 1713 private dwelling-houses in Lindsay. Figures secured from public utility officials show that 1191 (or nearly 70%) have sewerage and waterworks connection and that 1391 (or over 80%) are lighted by electricity.

The Streets of Lindsay.

The streets of the town were long notorious as sloughs of despond. The lowroads consisted, for the most part, of cedar swamp and the roads assumed more stretches of bottomless bog. The late Charles Britton, who came to Lindsay in 1857, often claimed to have run a pole twenty feet straight down in the centre of Kent Street without striking solid ground, and even the present generation can remember wagons being engulfed axle-deep in the slush mud of the road.

From 1882 to 1910 many satisfactory experiments were made with macadam, which persisted in sinking quietly to unknown depths. Five blocks of asphalt pavement were laid down on William Street North in 1910 and gave immediate satisfaction. From 1918 to 1918, during the mayoralty of Richard Kylie and chiefly because of his persistent advocacy, all the main arteries of traffic were paved with asphalt or concrete. Thanks largely to Mr Kylie Lindsay has now over twelve miles of permanent roadway and has passed at one stride from the worst to the best. It is probable that no town of its size in Canada has now such consistently good thoroughfares.

Prior to 1883 the town was bare of shade trees in April of that year, an Act introduced by the Hon. S. C. Wood provincial member for South Victoria authorised a government bonus of twenty-five cents for each tree planted. The town council supplemented this with a subsidy of fifty cents for each tree and tree-planting became the order of the day.

No thought was given to parks until May 1901, when the Board of Trade undertook the development of the south half of the Kent-Sussex Pool-Victoria block. This Victoria Park was now levelled and seeded for the first time. In 1907 Richard Sylvester sold the town, for park purposes only, the major portion of the north half of the same block, asking for it only $200 the price he had paid for it twenty five years before.

During the mayoralty of Mr. Kylie a Memorial Park was acquired in Ops township on the banks of the Scugog and time and care will doubtless transform it into a beautiful picnic resort.

A Shelter for the Aged

The first step towards caring for the aged indigent of the town was made in April 1885, when a frame building on William Street opposite Mahon's foundry was rented by the town as a Home for the Aged. Andrew Mrs. G. F. Helps was placed in charge and supervision handed over to a Central Charity Committee. Mrs. Goodwin, Mrs. Nesbitt and other lady directors were very active in this work.

In 1895 the inmates were transferred much against their will to the Municipal House building on the southeast corner of Glenelg Street and Victoria Avenue.

Meanwhile, a much larger institution which would accommodate the indigent of the whole county, had been planned by the county council. In 1894, 1895 and 1900, elaborate investigations were made and the councillors were unanimously in favor of taking action but in each case the necessary by-law was defeated when put to the vote of the people. Finally in June 1903, provincial legislation made it compulsory for all county councils to build Houses of Refuge before 1906, and action was forthcoming at last.

In October 1903 a committee of nine went on a tour of inspection of charitable institutions in other counties and decided to adopt the

plans of the Lambton county House of Refuge at Sarnia. As a site seventy acres on the Curtin farm, lot 15 Con V Ops just southwest of Lindsay, was purchased for $7 625. The building contract was let to W. McLean of Woodville for $25,000. Waterworks and sewage systems were laid down in 1906 and the buildings set up in 1905. The main building was a three-storey structure of red brick designed to accommodate 75 inmates. It was heated by steam and ventilated by an electric fan system. The cost of land, buildings and equipment totalled $47 250.

The institution was formally opened on October 25 1905 by the Hon. J. W. Hanna, Provincial Secretary and Dr. R. W. Bruce Smith, Inspector of Prisons and Charities. The first keeper was Robert G. Robertson, and the first matron Mrs. Robertson, his wife.

The Mansion House building, which was now vacated, was turned over as a Children's Shelter to the Children's Aid Society of Victoria county. This society had been incorporated under the Gibson Act in January 1855, with Duncan Ray as its first president and Dr. W. L. Herriman as its first secretary.

A Munificent Memorial Gift.

Lindsay was virtually without hospital accommodation until 1902, when it suddenly received one of the finest small hospitals in all Canada.

James Ross, a Montreal millionaire, offered in 1900 to build a hospital in memory of his parents who had lived for many years in Lindsay, provided that town and county would guarantee its maintenance. The offer was accepted and a site purchased on the northeast corner of Kent and Angeline streets. Here on a high grassy knoll 900 feet back from Kent Street, there rose during 1901 and 1902 an imposing building of red brick based on foundations of white Longford stone. A main two-storey building 66 feet by 80 feet was flanked by east and west wings each 28 feet by 32 feet. Every precaution was taken to make fire impossible. The frame consisted of steel girders; the floors were of English tile laid in cement; the main walls were of brick; the partition walls of steel lath attached to iron studding; and the ceilings were sheet steel imbedded in cement.

The new building was opened by the donor with a golden key on November 27 1902. The first Board of Governors comprised the following:—Chairman, J. D. Flavelle; Secretary-Treasurer, J. R. McNeillie; Directors, John Austin, George Ingle, Thomas Stewart, Robert Bryans, and Mrs. J. C. Grace.

The first Lady Superintendent was Miss Scott, who was assisted by a head nurse and four nurses-in-training. Miss Scott was succeeded in October 1905 by the late Miss N. M. Miller of Brockville, and the latter on her demise in 1923, by Miss Reid of Lindsay.

Mail and Music

Two other buildings worthy of mention are the present Post

Office and the Academy of Music

From 1861 to 1888 the post office was a modest frame building which still stands on Lindsay Street South next to the skating rink. A new building of brick was promised by the government in 1887 and the choice of a site wavered between the old English church lot (the present location) and Britton's corner. The former site was criticized as being too far west and out of the centre of the town and a referendum brought on by frantic dissatisants, gave a popular majority of 235 in favor of Britton's corner. It seems however that the referendum was out of order and that the federal Post Office Department had already purchased the other site. The criticisms of 1887, moreover, are no longer valid, for Lindsay like most towns and cities in the northern hemisphere, has grown steadily towards the west and north so that the Post Office is now quite central. The advent of street delivery in 1919 has further solved the question.

Work on the Post Office was begun in July 1888. Limestone for the foundations was towed to Lindsay on scows from the big Island quarries on Pigeon Lake. The main building constructed of red brick was 56 feet long by 51 feet wide by 60 feet in height. The structure was finished off with a tower and a mansard roof. There was also an eastern wing 57 feet by 22 feet. A recent reconstruction has not altered the main outlines of the building.

The Academy of Music built in 1852 was more urgent than the Post Office in the sixties. Thomas E. Bredburn had built a two-storey west wing on the town hall, and had leased it to the town council. The upper floor was used as an Opera House. Though painfully inadequate it was all that the town knew for a quarter of a century.

The Bredburn lease was to expire in 1883, and in 1882 a joint stock company initiated by H. J. Mitchell and P. Knowlson, prepared to put up a modern Opera House on the south-west corner of Lindsay Street and Kent Street East. Work was begun in July 1882 under the contractorship of William White of Lindsay. The plans of the architect W. Blackwell of Peterboro, called for a four storey building of red brick. 120 feet long by 85 feet wide. The stage was 54 feet in width by 38 feet in depth, and the proscenium arch was 28 feet in height. The auditorium was vaulted over with a magnificent domed ceiling. The seating capacity consisted of 502 in the gallery, 334 in the stalls and parquet and 18 in the boxes or a full house of 950 to all.

An opening concert was given on the night of January 5, 1883.

A Few Municipal Statistics.

The present population according to the civic tax-rolls is 8925, and the assessment of taxable property $4 252 942 00.

The levy for 1921 is 44.5 mills on the dollar and provides for the following expenditures —(1) $38 837 41 as payment to the county. One-half of this amount was to be applied on the county road

asylum (2) $52 255 77 for Public and Separate Schools (3) $17 328 45 for the Collegiate Institute (4) $46 430 19 for Debenture Debt and Interest This includes the missing railway bonuses consolidated in 1891 Industrial bonuses, and local improvement financing (5) $2808 80 for the Public Library (6) $47 295 08 for the miscellaneous expenses of municipal government

The Record of the Press

The present Lindsay newspapers, "The Watchman Warder" (weekly) and The Evening Post (daily) are not only the oldest survivors of a long line of journalistic enterprises in the county they were actually among the earliest in point of establishment

In 1853 a joint stock company consisting of Messrs. Coltingham, Irons Stephenson McQuade, and others set up a weekly "Metcalfe Warder" (Conservative) under the management of Joseph Cooper and Joseph Twell Cooper had served his apprenticeship on the Dublin Warder and to that fact the new paper owed its name It became the Omemee Warder in 1857 when the village changed its title

The "Canadian Post" a Liberal weekly was begun in Beaverton in 1857 by C Blacket Robinson and moved to Lindsay in 1861

According to a Canada Directory issued in 1857 the field here had already been occupied by the Lindsay Advocate (Independent) under Edward D Hand The Lindsay Herald (Conservative) joined these two in 1858 Then in 1866 the Omemee Warder finding its position financially unstable was spirited away by night and set down in Lindsay as the "Victoria Warder" Finally Peter Murray and W M Hale began the "Lindsay Expositor" in 1859

Only two of these papers survived The Herald and the Expositor died in infancy and the Advocate sold out its equipment to the Post and the Warder in 1870

In that same year Robinson moved to Toronto and founded the "Canada Presbyterian" The Post was left in the charge of his brother-in-law George T Gurnett until 1873, when it was taken over by Charles D Parr right editor of the Toronto "Globe"

Four years later Cooper sold the Warder to John Dobson for $5800, and Edward Flood was made editor Samuel Hughes of Toronto became proprietor and editor in 1895 Leading local Conservatives were soon dissatisfied with his management of the paper and backed Joseph Cooper in establishing the "Watchman," another Conservative weekly in 1883

For two or three years the local press indulged in scenes of Hillingsgate probably unique in the annals of Canadian journalism

In time Cooper sold out the Watchman to George Lytle, who in 1889, bought up the Warder as well and amalgamated the two papers as the "Watchman Warder" Lytle was succeeded as editor by Atlan Ollifes who with the assistance of Ford Maynes of the Stratford Herald launched a Daily Warder commencing May 1, 1893 John W Doyett B.A. has since become manager

Meanwhile C D Parr was appointed county registrar in 1891 and the Post was taken over by George H. Wilson of Port Hope on July 1, 1892. The weekly edition was supplemented by a daily "Evening Post" beginning April 8 1895.

Two new rival papers were founded in 1895 and 1903 but were shortlived. Sam Foster of the Post staff published a "Lindsay Newsitem" for a few weeks in 1895 and a "Free Press" started on May 8 1903 by J. V. McNaulty and R. J. Moore gave up the ghost on February 20, 1909.

During and after the Great War of 1914-18 newspaper costs became so crushing that the proprietors of the Post and the Watchman-Warder entered into an agreement by which, after Sept. 30, 1920, the former abolished their weekly edition and the latter their daily edition. This arrangement is still in force.

The staffs of the local papers have had several distinguished graduates. Samuel Kydd, once with the Warder and the Advocate became editor of the Montreal Gazette in 1899, while the late W. M. O'Beirne, 20 years editor of the Stratford Beacon, the late S. J. Fox, M.P.P., the late J. T. Johnston of the Toronto Type Foundry, and F. H. Dobbie, 27 years Managing Director of the Peterboro Review all served with the Post.

Newspapers have also carried on elsewhere in the county. After the departure of the Warder, Omemee had its "Herald" and "Mirror," both now defunct. In Bobcaygeon the "Independent," founded by E. D. Hand in 1870 and published for many years by the inimitable Charles E. Stewart, has a current circulation of 750. Fenelon Falls has had the "Gazette" and the "Star." The latter is no more but the former set up by E. D. Hand in 1873 and now run by the Robson Bros., survives with 600 subscribers. Woodville long had its weekly, the Advocate, founded in 1877 by Cave and Henderson, but this paper has since been amalgamated with the Beaverton "Express."

Half a Century of Sport.

The past fifty years have seen great local interest in athletic sports of every kind. Perhaps no other factor in civic life has done more for the health and the democracy of the town; her participation has been general and the spirit of snobbish exclusiveness conspicuously lacking.

Water sports may conveniently be dated from the formation on May 4 1874 of the Victoria Boat Club. This club sought to encourage canoeing, rowing and yachting, but specialized in the latter. Some of the yachts which took part in the enthusiastic contests of the time were the Wide Awake, the Wave Crest, the Breeze, the Spray, the Ruby, the Mazeppa, the Wave and the Emma.

The lineal descendant of the Boat Club was the Lindsay Canoe Club which in 1884 built a large two-storey club boat house at the foot of Kent Street East. The ground floor was stored with canoes and skiffs and the upper floor fitted up as a gymnasium. The pennant of the club consisted of a white diamond set in a crimson bordered blue field and inscribed with a figure of a green bull-frog rampant

This totem has been appropriated in recent years by Sturgeon Point but is less appropriate there than in Lindsay

Where scaggy rolls its turbid tide
And bull frogs bellow on its marshy side"

In 1889, the Lindsay Canoe Club was the largest in the world but its decline soon followed with the development at Sturgeon Point and the development of the power launch, which made it possible to travel by water without work.

Among winter sports, curling is preeminent The Curling Club is a great force working for civic democracy for here citizens of every creed, race occupation and condition of life play together in the utmost goodfellowship.

The club was first organized on December 11 1878 Its original members were J Watson (president) G H Barlram D J Metntyre J M McLennan, J Maithie W Needler S A. McMurtry H Gladman, Rev J. Hastie, and J D Flavelle.

The first season was spent in a rink on Victoria Avenue rented from Thos Pse By the season of 1877 78 the club was housed in a rink of its own on Russell Street The present Post Street rink was built in 1885

In 1903, after 32 years of play the club had won more prizes and competitions than any other club in existence A few only of its achievements are—the open event for all Canada and the U S A. at Montreal in 1884, the Ontario Tankard 5 times in 13 years the Governor-Generals Trophy 4 times in 13 years the Royal Caledonian Medal 3 times in 6 years the International Cup 3 times in 13 years and the Ontario Curling Association Medal 6 times in 13 years. The doyen of the club is at present Mr J D Flavelle

A Lindsay Snowshoe and Toboggan Club was organised on December 11 1885 with C E L Fortescue as president and W A. Wilson as secretary The club built a toboggan-slide on Lyons' hill in the North Ward and was active for several winters

The Lindsay Skating Club Company, formed in December 1883, built the present Lindsay Street skating rink The management comprised J A Barron (president) J D Flavelle (vice-president) and F C Taylor (secretary-treasurer)

Hockey now began slowly to develop The climax was reached in March 1899 when the Lindsay Midgets won the Intermediate Ontario Hockey Association championship by defeating the Stratford Midgets 7—2 in Lindsay and 5—3 in Stratford The successful team consisted of the following —Basil Newton (goal) Leon Keyt (point), Clifford Sullivan (cover), W. Stoddard (rover), Kenneth Randall (centre) Reg Blomfield (left) and Fred Taylor (right).

Summer field sports have included cricket, lawn tennis rugby football baseball and golf

The high water mark in cricket was attained on August 7 1883 when the Lindsay cricket team defeated Toronto on the local school grounds by eight wickets The Lindsay eleven were C. F Hall M Lloyd J C Grace G Hallett, J A. Barron W. Grnan, W Jones, J. B.

Smith C Veitch R. McLennan and E. Musgrove

The first tennis club was organized on July 21 1884 with C E L. Portaous F Harman, S A McMurtry, J D Flavelle and T Dean as an executive The club was revived again in 1888 Grounds were secured on the southeast corner of Russell and Mill streets, an up to date club house built and three courts developed under the pleasing old elms which embellished the grounds Matches were played against teams from Millbrook Fort Perry, Uxbridge, and elsewhere The three outstanding local players were Peter Kennedy L. V. O'Connor and C R Southern All three played in the provincial championship matches at Toronto and Southern in 1911 defeated the champion of Idaho in the finals for the singles championship of Spokane Washington

A Rugby football club was organized in Lindsay in 1883 by W H Simpson but met with no outstanding success until November 27 1903 when with a seasons record of four wins and no losses it won the Junior Rugby championship of Ontario by defeating the Capital team of Toronto by 5 to 3 The Lindsay fourteen comprised the following —Jellybach Sylvester, halves B. Green Cotton, F Green, quarter Killen, scrimmage McQuarrie Dougan Newton wings McHugh Koyt Conway Merdic McKenzie, McGregor

In baseball the day of greatest jubilation has probably been October 8 1904 when Lindsay won the pennant of the Midland League by defeating Bowmanville 10—7 The Lindsay players in 1904 were Chrannon, Lennon Little Marks Meekies Miller, McGill, McLaglan Stalker and Workman

A golf club has been in existence for a score of years and owns an admirable golf course and club house just west of the town. The expense attendant on the game involves a danger, happily not yet realized of its becoming the use and monopolistic sport of a splendidly democratic town

Chapter VII.

The Record of the Rocks

The changes wrought in the appearance of Victoria county by a century of Anglo-Celtic civilization are surely startling Yet the inconceivably great epochs of time which lie in the geological past of the world saw stranger sights yet and we must know this earlier history of the county if we are to understand some of the commonest features of the landscape of our own day

Norland on the Pacific Coast of Greenland.

Some fifty millions of years ago in the Ordovician Period of the world there were only three great continents some of which corresponded to the great land masses of today An Indo-Afrikan continent comprised modern Africa Asia Minor Arabia India the East Indies and the whole vast territory had at the Indian Ocean A Brazilian continent included the northern half of South America the West Indies, and the Appalachian system of the United States And a third or Greenland continent stretched from Quebec on the west and Greenland on the north over the whole of the North Atlantic to Scotland, where a lofty range of Caledonian Mountains was washed on the east by the Pacific Ocean (for most of modern Europe and Asia was still under water) At the southwestern end of the Greenland continent, an Algonkian Peninsula ran across Northern Ontario and up west of Hudson Bay as far as Coronation Gulf From this peninsula a projection ran south into the highlands of Old Ontark The central and western parts of North America were not yet in existence and the waves of an even greater Pacific than that of today rolled over South Victoria to break on the steep granite shores of the continent near Uphth Norland Douglas and Burnt River Had modern man lived at that time he could have sailed straight west from Norland to Edinburgh, Scotland without changing his course And had he sailed eastward he would have witnessed tremendous volcanic eruptions in Nova Scotia and New Brunswick that at the extreme north of the Brazilian continent However man was not yet on the earth The highest forms of life were still only molluscs which, in some cases, had shells fifteen feet long

Practically all land at this time was granite rock formed by the original cooling of the earths surface and now emerged from beneath the oceans as three great mountainous continents. The sterile hills of North Victoria and Haliburton are thus part of one of the oldest mountain systems in the world Inside which the Rockies and Alps are only healthy babies of yesterday Rivers among these hills brought

down great quantities of silt and mud which were deposited in the ocean depths to South Victoria. Here pressure and heat transformed this sediment into limestone. Two successive formations are usually noted. The oldest is known commonly as the Black River but is now described by scientists as coral bog (in this county) of Cobourg limestone and Lorraine limestones. These strata outcrop chiefly to the north of the Kawartha lakes. The later formation known as Trenton limestone now overlies the Black River in parts of South Victoria.

By the advent of a somewhat later epoch the Carboniferous in which most of the important coal beds of the world were formed, southern Ontario and most of the western provinces had risen above the sea thus joining themselves to the Greenland continent. Lindsay and the limestones of its district were now upland instead of beneath the ocean and the waves beat on a new coast somewhere to Ohio and New York State. Never again was Victoria County submerged and as a result we have no coal beds and no fossils except those of the very earliest times. Districts however which were submerged in the Carboniferous epoch show wonderful vegetation. There were no flowering plants but ferns were sixty feet in height horse-tails were ninety feet and club-mosses actually grew to be five feet in diameter and one hundred feet high. Some forms of fish and some insects were abundant but the higher classes were still missing.

Two further epochs each a million or so years in length brought a little change but in the Jurassic Period huge reptiles ruled the world. In the lakes and seas swam the Plesiosaure reverse long necked forty foot lizards with fins and a fishlike tail. On land waddled the monstrous Dinosaur one hundred scaly feet in length. And the sky was darkened by Pterodactyls flying lizards. It was an age of eighty seconds its chronological forms of life would stagger belief were it not for the unmistakable fossil records left here in Wyoming and other parts of the Middle West. There is no doubt that these monsters roamed hungrily abroad in the fern forests of Ontario and Lorraine, but there erosion had its own way during the fifteen million years that came after, and swept away all traces of this early life which different conditions have preserved elsewhere.

In the next period the Cretaceous real sea serpents seventy five feet long swam along the ocean shore not far south of Ontario. The Eocene period, following that again, was marked by a complete disappearance of all the great reptiles. At this time Europe America and Asia were all joined together.

The Great Limestone Cliff.

Later periods the Oligocene, Miocene and Pliocene saw North America gradually take on its present shape. During all these epochs, commencing in Carboniferous times, the forces of erosion had been busy in Ontario. Between the granite and the bord superimposed Black River limestones and between the latter and the hard Trenton limestones soft sandstones and shales had been laid down. As water, frost, and air carried out their slow work of destruction these soft

rocks were eaten away more rapidly than the others and so created two broad plateaus of hard limestone, each faced on the north (eroded) edge by a precipitous cliff ranging from 15 to 180 feet in height. These cliffs known technically as cuestas are still quite distinct today, although obscured in places by later glacial drift.

The Black River canoe has been noted by many geologists. It lies on the border between the limestone country and the granite country, and may be seen near Head Lake to the Gull River valley above Coboconk, to the Burnt River valley and at many other points.

The Trenton results in a contribution of my own to the study of Ontario physiography. (For technical discussion see my article in the Canadian Mining Journal Vol XLII No 11 pp 213 214.) It like to the south of the Kawartha lakes outside of the region of economic minerals, and it is doubtless for that reason that it had hitherto been overlooked.

It can be traced best by starting just at the left of the Grand Trunk Railway at Markham's Crossing four miles north of Lindsay. Here it appears on the Dark farm crosses the Fenelon Township boundary and then turns west, paralleling McLaren's Creek as far as the 2nd Concession of Fenelon. The so-called Fenelon Hill north of Lindsay is chiselled down the face of this cliff which is some millions of years in age. On Concession II, Fenelon, McLaren's Creek passes out through a wide valley in the escarpment. The latter turns north here and is easily traced as far as Lot 10 Concession III, where it strikes west till due north at Cambray village. Here great glacial deposits of sand and gravel obliterate it, but it is found again just west of Isley. From Lot 15 Concession I Fenelon it runs across to Lot 7 Concession XI, Eldon just west of the Township boundary, where it shadows the Glenarm road quite prominently. Thence it runs north till a little past Glenarm then bends around to the west as far as Lot 10 Concession VIII, Eldon where the C.P.R. passes through it. On Lot 10 Concession VII, a creek, tributary to Balsam Lake, passed out through a swampy valley. The cliff next presents on the 7th of Eldon as far as Balsam Lake Station, where it forms a very bold bluff before turning on a south-western stretch towards Argyle. At Argyle is another stream valley, but on Lot 31, Concession II, Eldon the cuesta appears again and runs west into Ontario County on the 5th Concession of Thorah.

Every foot of this thirty five miles of Trenton escarpment west from the Scugog River to Ontario County I have explored personally on foot or by bicycle. East of the Scugog I have not yet followed it up so carefully, but I have located it at several points as far east as Pigeon Lake, and have no doubt that it is practically continuous right across the county. The Scugog flows out through a wide valley, but the cliff reappears on the Sturgeon River just north of Pontypool town and runs northeast behind Pleasant Point. It is steep here, but not precipitous. Following Sturgeon Lake for some distance it turns down steeply west of Emily Lake, reappears to the east of Emily Creek, and, after circling north somewhat, runs down the west shore of Pigeon Lake. Here on Lot 18 Concession X, Emily is the last

outcropping which I have mapped personally

Scugog River Once Flowed South.

In the Pliocene Period all rivers in this part of the country ran south or southwest passing through the escarpment and the plateau which it borders by wide sloped-sided rocky valleys. None of the present local lakes were in existence Two small streams which rose northeast of Fenelon Falls and near Bobcaygeon respectively flowed southwards down the centre of the two modern arms of Sturgeon Lake and joined their waters two miles south of Sturgeon Point to form the Scugog River The Scugog then proceeded south a little to the west of its present course The business section of Lindsay was directly in the river bed. The river reentered present water channels about the Scugog Lake shore boundary of Mariposa Township and then flowed south to the east of Scugog Island and out by Myrtle on the C. P. R. The modern Scugog Lake was then not in existence

Another river, the modern Burnt River, had the same upper course as today, with its Gelert and Irondale branches There was no Cameron Lake and the old river crossed its present bed from the northeast to the southwest corners Fenelon Falls was a low limestone ridge over which no water passed for the river flowed southwest through a great gap in the escarpment three miles north of Cambray village and on through Goose Lake on the Mariposa Eldon-Fenelon boundary About four miles straight north of Oakwood it was joined by another river whose main stream was the Gull River flowing down through Coboconk. This latter river was augmented in width as now the bed of Balsam Lake by tributary streams from Northwest Bay and Corben Creek. it then flowed south penetrating the great cliff by a steep gorge two mile and a half straight south of Gleneora The combined waters of the ancient Gull and Burnt Rivers proceeded southwest along the upper valley of Mariposa Brook and left the county near Manilla Junction

Still another river began in twin streams which rose in Head Lake and Deer Lake Laxton Township and flowed down the upper water-courses of Perch Creek and Talbot Creek respectively, then formed a junction near Kirkfield and passed to the southwest near Argyle and Lernerville

All these rivers were of very long duration and had worn wide permanent channels through the hard limestone plateau which sloped gently towards the south At many points the edges of their valleys are still discernible and the ancient drainage system was mapped out by actual run nearly a score of years ago

Lindsay Under a Mile of Ice.

At the close of the Pliocene Period about a million years ago there came a time when the northern half of the continent as far south as Ohio was covered by an immense glacier The cause of this glaciation is sometimes ascribed to a diminution of carbon dioxide in the air and sometimes to a great periodic wobble in the earths axis which, so they say, shifted the earth's zones for a time Whatever

may have been to blame. Lindsay was crushed under an almost imperceptibly moving sheet of ice a mile in depth. Several of these Ice Ages followed one another with temperate periods in between.

The chief result of the glaciers was the smoothering up of the older drainage systems. Clay, sand, gravel and boulders were scoured from off the land farther north and deposited over the countryside. Almost the whole aspect of this area today, apart from the limestone outcroppings already described in the result of these glacial deposits. Typical sand and gravel ridges are found on Lot 10 Concession IX, Eldon whence the Peri McNicholl line drew ballast in construction days; on Lot 11 Concession II Fenelon two miles north at Cambray on Lot 23, Concession VII Fenelon, on the southern shore of Cameron Lake and at the Lindsay sandpits. Much more important was the formation of a great range of morainic hills running east and west a few miles from Lake Ontario. This range is nearly twenty miles across from Mt. Hersh and Omemee to Oshawa and Rosemount and extends from Orangeville as far east as Trenton. It blocked the old river systems completely and today all the drainage waters of Victoria, Haliburton and Peterboro counties must push far to the east until nearly north of Trenton, before they can slip past the great barrier. But some blockage took place further north even than the Durham hills. The river channels straight south past Glenarm and Cambray were choked up. The Gull River filled the broad shallow basin of Balsam Lake and dropped over at the lowest point at Rosedale, into the east river basin. As this, too, had been blocked the water spread out in form Cameron Lake until it spilled for the first time over the limestone ridge at Fenelon Falls into the next valley. Here again, the Scugog channel was so clogged up with glacial rubbish that the water had to force Sturgeon Lake and overflow across a limestone rim at Bobcaygeon. More than this, the valley of the Scugog was as filled in that a shallow puddle of its southern end, the present Scugog Lake is actually eight feet above Sturgeon Lake which lies in the higher levels of the old preglacial valley. It is just possible, however that before the Bobcaygeon channel were down to its present level the Scugog valley was flooded and the two lakes joined for a time.

Ancient Niagara River at Fenelon.

However before the drainage system took on permanently its modern form there intervened a short period when the region assumed considerable importance. It was that at the close of the last glacial epoch. A great barrier of ice slowly melting northwards lay across the granite highlands from the Adirondacks to North Bay and Lake Superior. Lake Iroquois larger than the Lake Ontario of today, occupied its present basin and many adjoining territory as well and it had its outlet near Rome New York. Lake Algonquin a much larger lake still lush in most of the basins of Huron and Michigan and covered considerable more land to boot, for the pressure of the great ice sheet just to the north had pushed the surface of the earth somewhat lower than before or after. A broad bay of this lake ran down from the northwest into what is now Lake Simcoe. Another bay

ran east from near Rebaliton This bay had a very irregular outline It formed narrows between Kirkfield and Victoria Road then expanded into a larger Balsam Lake and spread out into the Cameron Lake basin as well Deep embayments ran up all the old preglacial river channels to north and south Just south of Rosedale was an island two miles long As the shore of Lake Algonquin lay just east of Bobcaygeon Harcourt Carden and Uphill this Rebaliton bay was thus about sixteen miles in length terminating at Fenelon Falls.

Through all for a long time caused all the waters of this upper lake system which at the period we are now dowu through the Kawartha Lakes into Rice Lake then a bay of Lake Iroquois The first fall was at Fenelon where this Algonquin River made a mile in width reared down thirty feet (instead of the present twenty three) into Sturgeon Lake The hard rock floor and undersea banks of this great river may still be traced in the neighborhood Sturgeon Lake was a little larger than at present but very similar in shape At Pleasant Point the first slight rise on the road to Lindsay just at the edge of the swamp behind the summer cottages marks the older shore of the lake Gravel beaches and bars have been located near all the shores of the present lake, in no case more than a mile from the water At Bobcaygeon came a second fall this time of only six feet instead of the seven of today The wide strongly scoured rock-floored channel grows up here and there with juniper is even clearer here than at Fenelon Falls

Even of this late period some 30 000 years ago the mammoth a huge woolly elephant with curved tusks ten feet long trampeled definite tbrough the cubarcle spruce forests of Woodville and Cobocomb and herds of caribou ranged from Omemee to Kirkfield Nor were human hunters lacking for such tremendous game for along with their bones in the deep Iroquois beach deposits north of Toronto have been found the first weapons of Indians

But change came gradually and inevitably As the great ice barrier to the north melted away and removed its weight this whole region tilted up towards the north so that Fenelon Falls, which was formerly lower than Sarnia is now 240 feet above it And as result, Lake Algonquin was poured back to the present Georgian Bay where lies and found a new, lower outlet by way of St. Clair Erie and the Niagara River

Strange True Geological Wonders.

Men in these latter days seem to have lost their capacity for wonder The unseeing eye was probably never so common as in these times of supposed enlightenment Yet surely we can force a momentary thrill by remembering that Nortland and Burnt River were once on the Pacific coast of a great Greenland continent that the Scugog River once flowed south, that Lindsay was once buried under a mile of ice, and that the Niagara River of a former age foamed down through Fenelon Falls and Bobcaygeon

Chapter VIII.

Annals of the Red Man.

Scattered broadcast over our countryside lie the evidences of an earlier civilization than our own. The removal of primeval forest by the pioneers of last century laid bare the bones and potsherds of a vanished race, and even yet the plough turns up their tools and weapons and furrows through earth that is blackened by the ashes of their village fires. A few of these traces belong to a people whose diminished descendants still linger on in fenced off corners of our land, but by far the greater number must be ascribed to times much more remote and to tribes of somewhat different culture. For the aboriginal folk now with us did not enter these hunting grounds until the second quarter of the eighteenth century, while most of the village sites in Victoria County are surmounted by huge pine stumps whose age pushes back the antiquity of occupation to the fifteenth and sixteenth centuries.

Who These Ancient Villagers Were.

In identifying these ancient tribes we are not altogether left to guesswork for the journals of the first white explorers in America, coupled with the diligent researches of modern archaeologists, have rescued their identity and culture from the twilight of speculation.

In 1498, the Cabots explored the Atlantic coast of America from Newfoundland to Cape Hatteras. In 1535 the French navigator Jacques Cartier first ascended the St. Lawrence basin as far west as Montreal. At this time the northeastern part of North America was peopled by two great races of Indians. The Algonquins were spread throughout Indiana, Illinois, Michigan, Wisconsin and all western Canada, except Southern Ontario, and all down the Atlantic coast. These included the Blackfeet, Cheyenne, Arapaho, Cree, Shawana and Ojibway tribes and half a hundred others. It was these Algonquins who made life perilous for the English and Dutch settlers along the eastern seaboard, lying like an island in the midst of these Algonquin peoples lay a second great race, inferior to them in numbers but superior in culture and social organization. This was the Iroquoian or Huron-Iroquois race, who occupied modern Ohio, Pennsylvania and New York, and that part of Ontario lying south of the granite highlands. This race included the Cherokees, Susquehannas, Erie, Neutrals, Tobacco Nation, Hurons, and the Iroquois Confederacy of Mohawks, Oneidas, Onondagas, Senecas and Cayugas.

The orthodox theory of modern archaeologists assigns to the whole Iroquoian race an original source in a limited area centred about the

mouth of the Ohio River Here they evolved their typical civilization dwelling in stockaded villages tilling the soil and developing an advanced societal organization. To the north in central Ohio, lived the mysterious Mound builders whose monumental works still persist to mystify a later generation Beyond the Mound builders lay a host of Algonquin tribes About the 15th century the Iroquoians entered on one of those wholesale migrations which occur so often in the history of primitive man The Mound-builders felt the first edge of their aggression and were exterminated except for a few who were absorbed or driven southward into Ontario Their presence here is attested by the famous Ottawa effigy serpent mound on the north shore of Rice Lake and perhaps by two small mound graves on the south shore of Ghost island Balsam Lake The stream of Iroquois migration now split up into two main currents The Iroquois pushed eastward into the State of New York and settled there. The Hurons the Tobacco Nation and the Neutrals crossed into Ontario and drove out the Mound-builder refugees and their Algonquin patrons The Hurons apparently pressed on down the St Lawrence valley to Montreal, and here in 1535 Cartier found their villages and conferred with their chiefs.

This was the time at which Victoria County supported its largest Indian population. Between the sterile granite wilderness of Dalton and Longford on the south and the marshy hills of Dunsford on the south lay country well suited for a Huron civilization The soil favored their slender crops Lakes and rivers gave them fish and convenient trade routes The forests in all directions swarmed with game Every natural factor invited occupation. Today some fifty five Huron village sites have been located throughout the county

Doubt is sometimes cast on the identity of these Huron tribes and some recent writers refer to them as Algonquins Their pottery at times is not of the pure Huron type but is rather a blending of Huron and Algonquin art The ash beds too seldom indicate the long houses popularly associated with Huron settlements How ever, Champlain, who passed through the Kawartha Lakes in 1615 and found Victoria County deserted was told by his Huron allies that they themselves had occupied this territory and had only recently withdrawn to the district west of Lake Simcoe in order to consolidate their position against their Iroquois enemies This account is corroborated by the Reports of the Jesuits who labored among the Hurons from 1633 to 1650 These creditable witnesses assert in their Journal for 1638 that the Rock tribe and Bear tribe of the Hurons had as late as 1590 and 1610 respectively shifted west from Victoria County and amalgamated with the tribes in Simcoe County This testimony should certainly be final The differences in pottery designs probably denote extensive intermarriage with Algonquin tribes to the north This becomes doubly probable when we remember that the Indian women, and not the men made all pottery As for the shape of their buildings it is a mistake to build on "long houses" in Huron villages The long house was the exception found chiefly in large compact towns, while the Jesuits testify that the typical Huron home was square being the length and breadth being about thirty feet

Camp Sites in Victoria County

The diligent research work of Colonel George E Laidlaw of Victoria Road has made it possible to set forth a list of fifty five of these Horse villages The outstanding difference between these sites and some fifteen others of more recent times lies in the relative scarcity of flints (thus indicating an agricultural life), in the complete absence of iron weapons and other signs of contact with Europeans, and in the great age of the trees which overlay them when first cleared by modern pioneers Many of these sites are now almost obliterated through long years of cultivation and are only distinguishable by the blackness of the soil in which their ashes are mingled

The townships of Emily Ops and Mariposa show no trace of Horse occupation Whether this absence was actual or whether the present occupants of the soil have failed to report any camp sites to Colonel Laidlaw is uncertain

For the rest of the county the record stands as follows

VERULAM TOWNSHIP —(1) Lot 8, Con 5 R Mitchell owner This is a large site and overlaps upon adjacent lots

(2) East one half Lot 28, Con 5 S Fogue, owner.

FENELON TOWNSHIP —(1) Lot 1 Con 3 on low ground about 150 yards south of McLaren's Creek and half a mile west of the Fenelon Road Messrs D Brewe and Walden owners

(3) Lot 6 Con 2 on a level bank on the north side of a spring. This is at Cambray village, about three miles from Site No 1 Owner, Wm Sinclair

(3) North one half Lot 6, Con 1 A small village site on a point of land jutting west into Goose Lake Owner G R R Coates

(4) Lot 10 Con 1, east at Goose Lake, Owner Thos. Douglass

(5) Lot 12, Con 1, on the top of a high bank nearly a mile northeast of Goodall Lake This was a large village and has furnished many relics Owner, Neil Clarke

(6) East part Lot 21 Con. 1 Alex McKenzie, owner

(7) East part southwest one-half Lot 22, Con. 1 D P McKenzie, owner

(8) Lot 32 Con. 1 D Brown, owner

(9) West one-half Lot 23 Con 1 Alex. Jamieson owner On this site occurs a strange semicircular embankment, twelve feet wide and three feet high and twenty feet long The stones lay under this embankment and a small stream about eighty yards to the east. Pioneer legends state this earthwork was thrown up by French fraders who came in from Beaverton and were wiped out here by Indian enemies. However immense glue stumps are found on top of the embankment and definitely put the age back four centuries to a period antedating the discovery of America by Europeans its position defies explanation for its construction Another suggestion relates it to use in connection with game-drives, but for this its creation would be unnecessarily laborious Perhaps it was built as a totem mound by descendants of the fugitive Mound-builders or by an Iroquoian tribe

which had absorbed some of their customs.

(10) Birch Point, Balsam Lake being broken from[illegible] 36 Con 3, Dougld Sinclair owner.

(11) Ferrinslow's Long Point Balsam Lake, on a hill between West Bay and South Bay

(12) West part Lot 26 Con 4 Archibald McArthur owner

(13) Lots 14 and 15 Con 6

(14) Strewd a Lot 18 Con 5

(15) Lot 28 Con 4 Small camp on knoll Owner W F. Smitheram

(16) Lot 10 Con 10 Sturgeon Point on rising ground a few yards west of the township line

EMILY TOWNSHIP —(1) Lot 12 Con 10 W. Thorchury owner Five miles north of Goose Lake

(2) East half Lot 20 Con 8 D McArthur owner

(3) Lot 22 Con 3 Large site on high north bank of Grass River Owner Mr Truman

(4) Lot 23 Con 2 W J Stanley owner A very compact site of the north foot of Logan's Hill and just south of Butternut Creek

(5) Lot 41 South Portage Road Owner Mr Grace.

(6) Lots 44 and 45 South Portage Road Semidrcular site on high ground on the south side of the range of hills that lies to the south and east of Kirkfield Owner Mr Macdonald.

(7) South end Lot 53 South Portage Road A mile south of Grass River on the north side of a hill Owner Wm. Fry

(8) Lot 54 North Portage Road Moses Mitchell owner. Site on a point on the south shore of Mitchell's Lake

(9) North end Lot 59 North Portage Road Small fishing camp near former exit of Grass River from Mitchell's Lake

BEXLEY TOWNSHIP —(1) Lot 1 North Portage Road Rmmerfield Hill

(2) Hemlock Point Lot 2 Northwest Bay Balsam Lake.

(3) Head of Portage, Balsam Lake Block E

(4) Farrell's Block E Balsam Lake

(5) West side of Hemlock Point, Balsam Lake, about three-quarters of a mile from the end Owner J H. Carnegie.

(6) West one half Lots 5 and 6 Con 2 Mr Benson owner

(7) Lot 15 Con 2 H Southern owner Site on crest of small tongue of land running into a swamp

(8) Lot 9 Con 3 McKagan owner Site on bend of Perch Creek

(9) Lot 5 Con 8 Corbett's Hill Large village strategically placed commanding the divide between Raven Lake and Balsam Lake

(10) Smith's Lot 18, Gull River Range.

SOMERVILLE TOWNSHIP —(1) Lots 59 and 57 Front Range, G Rumsey, owner Site on rising ground half a mile east of Big Mud Turtle Lake.

(2) Lot 60 Front Range a quarter of a mile from the previous site but on the opposite side of a valley Owner Mr Wallace.

(3) Lots 69 70 and 71 Front Range, Edward Lee owner On a flat 300 yard ledge fifty feet above the east shore of Big Mud Turtle

Lake.

LAXTON TOWNSHIP —(1) East half Lots 8 and 9 Con 3 on the south side of Beech Lake

(2) Lots 11 and 12 Con 5 Mrs Staples and G Wielerboure owners This village is about 400 yards from the northern edge of the limestone territory which covers here in an abrupt escarpment

(3) Lot 12 Con 7 David Hillon owner This site is about 240 rods northwest of the previous one and 50 rods east of Head parallel to recent date All three of the Laxton sites are on the portage trail from Gull River to Head Lake

DIGBY TOWNSHIP —Lot 25 Con 3 F Reid, owner This is on the Head River two miles below Head Lake and is on the same canoe route as the Laxton villages

CARDEN TOWNSHIP —(1) Lot 8 Con 10 Patrick Duggan, owner On high gravelly hill.

(2) Lot 6 Con 5 F Whales owner

(3) Lot 18, Con 4 John Chrysler owner This village covered five or six acres in a valley on the east side of Lower Mud Lake

4 Lot 21 Con 4 close to Lower Mud Lake Owner Mr Boyle. Thorough search by Col Lutlaw has failed to reveal any village sites in the granitic regions of Digby, Dalton and Longford Villages on Lot 2 Con 11 and Lot 1, Con 13 Mara Township are within a mile or two of Lower Mud Lake and were probably closely related to sites Nos. 2 and 4 in Carden

In addition to the numerous settlements just detailed there have been listed some forty-odd different localities throughout Victoria County in which Indian relics have been found but in which no ash-beds, the only sure proof of a camp-site, have been located

It is instructive to note that nearly all these villages were built at some distance from the main lakes and watercourses The Huron civilization was based on agriculture and was drawn inland by the more favorable soil found there The menace of roving enemies always overshadowed them and to rear a conspicuous or undisturbed camp was to court destruction For this reason too, their houses were hidden up some wooded glen and fenced about with a natural barrier of marsh or hill. Only an occasional fishing hamlet ventured out upon the shore It was an age of shrinkle insecurity Eternal vigilance was the price of existence Any hour of the day or night might bring the onslaught of a legion of screaming devils

Strange Works and Stranger Ways.

The life of these tribes their homes food, clothes, tools and weapons their domestic customs their manner of marriage warfare and burial are all strange to the conceptions of our time Luckily the Jesuits, who lived among the Hurons at a slightly later period, have given us a full and graphic account of their works and ways an account whose completeness and reliability render almost superfluous the abundant corroboration of modern archaeologist research

The typical Huron house consisted of a scaffolding of saplings,

about thirty feet in length, breadth and height and covered over with sheets of bark. Doors opened at opposite ends, and on entering one saw a single room with broad shelves four feet from the ground running along the wall on either hand or in a large sleeping car. Fires were built on the earthen floor down the centre of the room and the smoke filtered out through a hole in the roof. At night such a Huron lodge would be like a glimpse of hell, a chaos of fire and smoke with dark naked bodies strewn around amid a bedlam of shrieking children and snarling dogs. In some of the larger villages a house was sometimes extended to many times its normal length and here the infernal confusion was even worse confounded. From twenty to one hundred families would be mingled together in a welter of noisy lawlessness in which privacy, restraint and decency were inconceivable.

Their staple food was Indian corn without salt prepared in a variety of unpleasant forms. Dog flesh was highly prized and eagerly relished, while the more elusive venison and bear-meat were reserved for times of special feasting. Human flesh was also devoured whenever they were fortunate enough to capture some of their enemies. There was always a prelude of torture after which the bodies were divided and boiled in kettles. On a single occasion in 1639—one hundred Iroquois prisoners were added to the Huron dietary. The Jesuit missionaries at St. Joseph, twelve miles west of Orillia, were resolutely urged to join in the feast and their hosts even threw a cooked portion in through their chapel door.

Agriculture was the foundation of the Huron system of society yet their methods were very primitive. The land was cleared by all forms of burnings and chippings around the base of each individual tree. The charred stumps were left in place and the squaws scratched the ground between them with hoes of wood and bone. The crops consisted of corn, beans, pumpkins, tobacco and sunflowers. The sunflowers were used only for the purpose of securing hair-oil from their seeds. This hair-oil constituted the complete summer costume of one of the Grey County tribes.

The general dress of the Hurons was, however, more adequate, and was formed of skins cured with smoke. The men in summer retreated to moccasins and a breech clout, but the women were commended by the Jesuits for the modesty of their attire. Girls at dances were the only notorious exception. In winter the warriors donned tunics and leggings of skin, and on occasions of ceremony wrapped themselves in robes of beaver or other fur, embroidered with porcupine quills.

Huron women lead most unlovely lives. A youth of wantonness passed quickly into an old age of drudgery. Romantic love and courtship occasionally ascribed to those people by irresponsible sentimentalists in our own day were smothered out in the hot, absolute shamelessness of the crowded lodge. Marriage was usually temporary and experimental, and consisted in a girl's acceptance of a gift of wampum. Divorce could be secured at the whim of either party, and as the gifts were never returned, attractive and enterprising girls often amassed a great store of wampum before passing final judgment

on such customs we would do well to remember that equal illegitimacies exists in the modern State of California, where the nominally civilized white population have long recorded two divorces to every five marriages

Once a mother and established as a permanent wife, the Huron woman became a household drudge sowing maize, tilling the cleared earth, harvesting, collecting firewood, smoking fish, curing skins and making clothing. All pottery was of her manufacture. For this she would take suitable clay and knead it thoroughly with her hands and feet, adding beliness some such tempering material as pulverised shells, quartz or mica. The resultant paste would then be rolled out into long snakelike strips and these carefully coiled up into the form of a pot. As the vessel took shape it was continually smoothed and fashioned inside and out by the bare hand moistened with water. The finished product was a globular urn with a constricted neck and a decorated collar. For its final hardening it was dried and then baked in coals from the fire.

The men's manufactures included their homes, their tools and weapons of flint, their pipes and their birch bark canoes. The fashioning of flint was a quick and simple process. The fragments of stone were first secured by lighting a fire on the bedrock and then throwing cold water on the heated surface. Then from the hollow shaft of a goose-quill would be formed an instrument like a medicine-dropper or a fountain-pen filler and to its upper end was lashed an animal's bladder filled with cold water. The prospective implement or spearhead was next heated in the fire and held between two sticks while the flint worker reached it here and there with the cold moist quill-tip and splintered off the flakes of rock with great skill and greater rapidity. Some writers have in the past claimed that the cold flint was shaped with a small chisel of bone but Indians themselves have assured me that the "heat and water method" was the only genuine as well as the only practicable system in existence. Five flint workshops have been located in Victoria County as follows:—(1) On the south-west corner of Ghost Island, Balsam Lake (2) On Lot 5 South Portage Road, Bexley on a flat bank near Grass River (3) On Block C Bexley on the shore of Balsam Lake near the Trent Canal entrance (4) On the west and south shores of Bobcaygeon Island (5) On Lot 9 Con. 1, Fenelon

Another product of masculine ingenuity was the wampum. This was a mysterious fabric of white and purple beads made from the inner parts of certain sea-shells from the Gulf of Mexico. Wampum was used for necklace collars and bracelets by girls at dances. It also served as currency, and for the confirmation of treaties. The tribal records were likewise kept in strings of wampum and in such cases bands of different colors and sizes were taken to represent certain syllables thus making the wampum the equivalent of a written language. Certain men in each tribe were trained to an understanding of this mnemonic system and even today a few individuals remain who can read the wampum.

In summer and autumn the men would engage in their more serious employment fishing from their birch canoes with bone hooks or

hempen nets, hunting for deer, trading wampum and corn for the flesh and furs of their nomad Algonquin neighbors on the north, or risking their lives on some far off foray into the territory of their enemies. But before the New Year all would be gathered in their villages for the winter season of idleness. Gambling, smoking, feasting and dancing now took up their time. Their gambling was a primitive form of dice played with plum stones or wooden lozenges or even with discs of pottery. No limits existed in their reckless betting, and a man often staked and lost his weapons, his clothes and his wife. Feasting was entered upon almost as desperately and a Huron host would frequently sink all his substance in providing one superstitive banquet to the entire village.

One of the most remarkable customs of the Hurons was their Feast of the Dead held every twelve years. As individuals from time to time their bodies were either buried in the earth in a crouching posture or strapped on a scaffold to a tree. These obsequies were however only temporary, and at intervals of twelve years all the corpses of the tribe were brought together and buried in one large circular pit. The Joint Fathers were eye-witnesses of one of these ghastly celebrations, and have left us their report. Each village first exhumed its dead and carefully scraped the bones of all except the most recent corpses. These bodies relics were then suspended from the rafters of homes while mourners held a funeral feast beneath them. They then set out for the central burying place of the tribe, marching along the forest paths with their carries and bundles of bones on their chosen days. When all the villages had assembled funeral games were held and orations made by the chiefs. Then all complete corpses were carefully ranged around the bottom of the pit and the loose bones thrown in pell-mell on top amid indescribable clamor and lamentation. Finally logs, earth and stones were thrown on top and the unearthly shrieking subsided into a despairing chant.

Four of these ossuaries have been located within a sixteen mile radius of Lindsay as follows —(1) On the west half of Lot 10 Concession 6 Emsdon on the top of a sandy hill about a quarter of a mile east of Gerrie Lake. This was first opened in the seventies by the late Dr Hart of Cannington, the late A. F. Cosbie of Cambray and his son Mr G. R. F. Cosbie. (2) On Lot 28 Concession 8, Verulam, owned by Mr R. C. Devitt. This pit, however, is likely to contain the Indians slain in battle in comparatively recent times, for iron tomahawks were found in it and tradition tells of a nearby conflict in Mississaga times. (3) On Lot 8 Concession 11 Mariners, two miles from Sturgeon Lake in a tree due east from Washburne Island. This lot is on Mr Thos Syer's farm. The ossuary was opened some thirty years ago and contained several hundred skeletons. (4) Five miles east of the Syer ossuary on Lot 18 Concession 8, Mariners, owned by Mr R. Pallis. This burial pit is on a high gravelly hill and was grown over with trees from three to four centuries in age. It was first investigated in the early forties by Mr Thos Graham and Mr Peter Preston. General Sir Sam Hughes also excavated here in 1871. The contents of the pit were estimated at one thousand skeletons. Both this ossuary and the one on the Syer farm are indubitable specimens

of the Huron period.

Such were the customs and manners of the Hurons when the French first toured them in Simcoe County in 1615 and such doubtlessly had been the customs and manners of those living in Victoria County a few years before.

But Victoria was soon to be depopulated. The Iroquois Confederacy in New York State was developing such societal concentration and warlike ferocity as to menace the existence of all its neighbours in 1649, according to Lescarbot a war-party of Iroquois wiped away all tribes from the St. Lawrence Valley. This great danger doubtless forced the retirement of the Rock and Bear Hurons to the west of Lake Simcoe as well as the development there of the large palisaded towns so numerous in Simcoe County but apparently so rare in the more peaceful era when Victoria County was occupied.

The First White Man in Victoria.

The first white men in Victoria county was a Frenchman in 1615 Samuel de Champlain the great explorer went on the Ottawa River by canoe with two French companions and two Huron Indians. He crossed through Lake Nipissing skirted the east shore of Georgian Bay and finally reached the Huron country in the County of Simcoe. Here he undertook to lead a party of 2500 warriors on an expedition into the heart of the Iroquois country. The littoils of war canoes left the shores of Lake Coachiching on September 10 1615. Champlain in his Journal makes brief mention of the territory through which they passed

"We continued our journey toward the ocesny and went some five or six leagues through these lakes (Coachiching and Simcoe) Then the savages carried their canoes about ten leagues by land and we came to another lake six to seven leagues in length and three to four in breadth From these lakes flows a river (the Trent system) which discharges into the great lake of the Entouhonorons (Ontario) After traversing this lake we passed a fall and continuing on our course down this river for about sixty four leagues entered the lake of the Eotouhonorons. On our way we portaged around five falls in some cases for half or five leagues. We also passed through several large lakes on the river system. The river itself is large and abounds in good fish All this region is certainly very fine and pleasant. Along the banks it seems as if the trees had been set out for ornament in most places and it seems that all these tracts were in former times inhabited by the savages who were subsequently compelled to abandon them from fear of their enemies

In spite of the quaintness of this description and Champlain's contrary efforts in estimating distances, we should have little difficulty in tracing his course across this county. He would skirt the east shore of Lake Simcoe as far as the Talbot River and here, on the south bank, on Lot 12 Concession 4 Thorah Township step ashore at a spot still known traditionally as Champlain's Landing. He would cross by the ancient trail, now Portage Road, to Belsam Lake. Before dams and locks were built at Rosedale there was little difference in level

between Balsam and Cameron lakes and Champlain would probably get the impression that they were one long body of water—hence the discussions which he gives He could not, however, fail to notice Fenelon Falls then and the mesh demolished stands way of today but e virgin cataract e ghty feet wide foaming down twenty three feet into a rocky gorge and we are not surprised to find it mentioned in his narrative Further details of his trip must be left to speculation We do know that for centuries the Indians portaged direct from Bridgesmith on Chemong Lake to Peterboro e distance of six miles thus saving a fifty mile detour through Deer Day and Clear Lake and a spot on the high sandy shore near Bridgesmith is known traditionally as Champlains Rest

The great Frenchman passed back through this territory once again The expedition against the Iroquois was a failure Champlain himself was wounded his Huron allies refused to lend him a canoe in which to descend the St Lawrence to Quebec and he was compelled to pass the winter with them The return trip to Simcoe County was a trying ordeal The war party wetted on a lake north of Kingston till December the 4th when the lakes froze solid and then started for home on snowshoes Mid December saw Champlain and his twenty-five hundred warriors swarming in a dark rabble across the snowy surface of Sturgeon Cameron and Nelson Lakes They reached their goal two days before Christmas Some authorities have supposed that the long temporary camp of the party was at Bridgesmith but there is nothing in Champlain's narrative to suggest this Such a bridge north is less than eighty miles from the Huron country by the most circuitous route and it is hardly conceivable that the picked men of the nation eager to reach the warmth and comfort of their villages would take fifteen days (at a speed of four miles a day) to cover this distance on snowshoes

The Downfall of the Hurons

The warfare between the Iroquois and the Hurons, in which Champlain's expedition of 1615 was only an incident came to a sudden end in the middle of the century In 1649 while Charles the First was being executed in England the Iroquois determined to clean in on Simcoe County with their entire force The chief Huron towns were stormed The inhabitants were butchered or taken captive Three of the Jesuit Fathers Daniel Brebeuf and Lalemont suffered martyrdom A remnant of the doomed nation fled for the winter to islands in Georgian Bay There to waste away with starvation With the return of the Iroquois in the spring of 1650 a little handful of Hurons paddled with the surviving Jesuits by the Ottawa route to Quebec Others fled far to the north and west of Lake Huron Today their only representatives are a few hundred half breeds in Oklahoma and at Loretto near Quebec. The Iroquois campaigns of 1649 50 practically exterminated the Huron race

For nearly a century the Iroquois roamed unhindered over the deserted country of the Hurons They planted villages on the shores of Rice Lake and the Otonabee River and tilled the soil there There

is a tradition of a Mohawk camp in Oak Orchard Sturgeon Point but its authenticity is uncertain and the relics found there may belong to the earlier, Huron period.

The Coming of the Mississagas.

Retribution though long delayed overtook the Iroquois at last. The avengers of the Huron nation were the Mississagas an Algonquin tribe from near Sault Ste Marie who trace their lineage back to the Shawnees of Kentucky. Early in the 18th century hunting parties of the Mississagas started drifting down over central and western Ontario. Here they were set upon and massacred by the Iroquois. The outcome was a Mississaga council of war in 1740 and the launching of a great punitive expedition against the enemy. The story of that grand foray as handed down in Mississaga tradition, makes stirring reading. The conflict opened with the annihilation of a Mohawk force on the Island of Skulls in Georgian Bay in Victoria County the Iroquois resistance stiffened and eight swift bloody battles had to be won before the Mississagas could slash their way through to the east. Near Coboconk on Lots 18 and 19, Gull River Range one may still see the pits from which beleaguered Mohawks fought to the death. Another party was wiped out on a small island in Gutten Point Balsam Lake and Juni west of the modern steamboat channel. A band of Iroquois were ambushed in the valley of Goose Lake north of Cambray and slaughtered there. Other parties clashed at Sturgeon Point and Bull Point and some, who retreated up the Scugog past Lindsay made their last stand at Chemong, on the east shore of Scugog Lake, and at Washburn's Island. At the latter place the warriors fought in the shallows up to their waists in water and for long years afterwards the waves kept washing human bones up on the beach. Still another party was cut down on Lot 21 Concession 7 Verulam about five miles north northwest of Bobcaygeon. Then the exultant Mississagas swarmed eastward down the Trent system.

—But the warlike Iroquois were not yet wholly discomfited. They hovered and then fell back on their Rice Lake encampments. Here from the mouth of the Otonabee six miles east to Reach's Point ensued one of the bitterest and most sanguinary struggles in the history of Indian warfare. It was no surprises attack but a pitched battle fought by whooping the Mississaga rush for a morsel at Cemetery Point, Peterland and by water and contested every foot of the way with amazing ferocity and determination. Over a thousand Iroquois had died fighting before their party broke and fled. There was a brief rally at Camerons Point, near the foot of the lake but the struggle was really over and the Mohawks were soon in full retreat towards Lake Ontario with the Mississagas in pursuit. Nor was this the end of this stirring campaign, for the Mississaga expedition scarcely crossed into New York State besieged the Iroquois in their villages there, and enforced a treaty by which the Mississagas were admitted as an additional tribe in the Iroquois Confederacy.

The Days of Mississaga Settlement.

A general migration from their northern home into the land thus

cleared of Mohawks was the immediate result of this season of Mississauga warfare From 1749 to 1750 they fought with the Iroquois against the French but suffered reverses and withdrew from the Confederacy However they continued to occupy Southern Ontario. Victoria County for the first time in 150 years was again dotted with villages, though not as thickly as in Huron times

Fifteen of these Mississauga villages lie or adjacent to the County have been listed as follows—(1) West half lots 8 and 9, Concession 5, Ops near Stony Creek (or East Cross Creek) Owner Mr Carlin.

(2) Lot 10, Con 5, Ops, at the mouth of West Cross Creek. Owner Jas Roach

(3) On the shore of Scugog Lake, just south of Port Perry

(4) On Lot 5, Con 11 Verulam, Mr M Kilbaby owner This is a sandy site about fifty rods from Pigeon Lake

(5) At Pleasant Point, Sturgeon Lake

(6) On the site of the Presbyterian manse Cambray village.

(7) On the west part of Lot 25 Con 6 Fenelon Mr Archibald McArthur owner This village was on a terrace touching the shore of South Bay Balsam Lake

(8) Lot 22 Con 3, Fenelon on east shore of Long Point just across South Bay from the previous site Owner, Mr F Staples

(9) Lot 21, Con. 9 Eldon Donald Fraser owner

(10) Southeast corner Indian Point, Balsam Lake Owner Mr J H Carnegie

(11) Lots 19 and 20 Gull River Range Bexley near Coboconk Owner Mr J J Moore

(12) Lot 24 Con 2 Somerville J Reid owner

(13) East half Lot 1 Con 8 Laxton Wm Campbell owner This is on a flat on the south shore of Deer Lake.

(14) Lot 15, Con 7, Laxton David Hilton, owner

(15) Lot 13 Con 4 Carden J Chrysler owner This is on the east side of Lower Mud Lake

The Mississaugas were a tall race characterized by fine physique and a hearty prominent nose They probably equalled the Iroquois in bravery and strength but lacked their solidity of character and capacity for organization Their prowess in war needs no vindication but they never established a strong concentrated civilization after the manner of the Iroquois and the Hurons They depended far more on hunting and fishing than on agriculture and so lived in small scattered groups throughout their domain Their homes were not the rectangular bark lodges of Iroquoian peoples but round wigwams built by planting poles in a circle tying their tops together and fastening birch bark or grass mats around the outside as walls.

From this period dates a "deer fence" which was found in pioneer days running east from Gooss Lake near Cambray to Storgeon Lake, five miles away This fence was made by felling trees in a long row and piling brush along them Gaps were left at intervals and here hunters would take their places while beaters drove the deer along the fence The frightened animals would pass through the gaps and there be shot down at a point blank range that made arrows fatal

From this era too, dates the legend of Manita to the version told

me by Johnston Pandash son of the Mississaga Chief of the Nanabaskan Reserve Rice Lake Mamis or Nemens (light of love) was the daughter of a great Mississaga chief who lived at Pleasant Point Sturgeon Lake Ogemah an Iroquois chief paddled alone from his own country to ask for her in marriage, but was murdered by a jealous Mississaga brave. About 1858 a poem on this theme was published in Lindsay by the late Mr William McDonnell This poem is a pretty little idyll but as a portrayal of indian psychology it is hopelessly sentimental and therefore unbelievable It also substitutes Huron for Mississaga Sturgeon Point for Pleasant Point and brings Ogemah on the stage by way of Lindsay in the wrong direction entirely

Mr Pandash also assured me that the war paint used by indians was for the purpose of camouflage in the forest This device would therefore antedate the Great War by several centuries The indians also had a system of signalling with the arms much like the semaphore system but each position of the arms represented a syllable and not a letter They also signalled by passing a deerskin in front of a fire-light in a fashion that foreshadowed the heliograph.

The Surrender of the Soil

In 1763 by the Peace of Paris France relinquished to England all claim on Canada. In the same year the English issued a proclamation conceding to the indians the right of occupancy upon their old hunting-grounds and their claim to compensation for its surrender

In accordance with this policy the English government treated for and obtained in 1784 a formal cession of the lies of township new forming on Lake Ontario from Toronto east to Trenton. This satisfied the land hunger of Anglo-Saxon colonists for more than three decades, but its area was not permanently adequate At last on November 5 1818 the chiefs of the six Mississaga tribes Mebenaquet of the Eagles, Ishkibaw of the Foxes, Quetchum of the Cranes, Cahgahkishishine of the Pike Cahgagawin of the Snakes and Pinhouse of the White Oaks were summoned to Fort Hope. There they sold to the Crown a great block of land comprising the modern counties of Peterborough and Victoria and twenty-eight outlying townships or parts of townships in Hastings Northumberland Durham Ontario Muskoka and Haliburton For this tract comprising well over two million acres the purchase price was set at £740 in goods to be delivered yearly forever to the Mississaga tribes of the district After this contract had been signed however the Deputy Superintendent General of Indian Affairs added a strange postscript announcing that the government proposed to issue only the dollars in goods annually to each man woman and child alive at the time of the sale This payment would cease with their death and individuals born after November 5, 1818 would receive nothing Thus by a stroke of chicanery fifty-seven Ontario townships passed to the white man for a brief dole of merchandise. (See Indian Treaties and Surrenders Vol I, page 49 published by the King's Printer Ottawa)

The history of the Mississaugas since contact with the white man has been a slow tragedy. Originally numbering several thousands they were so debauched by the white man's whiskey and so ravaged by the white man's diseases that only a few hundred were left by the second quarter of last century. They presented a constant problem to the government, for their unprofitable occupation of good land aroused much covetousness, while their frank and trustful natures made them an easy prey to a swarm of swindlers. Certain small reservations of land were at last bought or set aside for them by the Crown. Here they still live. They have adopted the Christian religion and a measure of Anglo-Saxon civilization, but their old traditions and instincts die hard. In 1911, the Mississaugas totalled 321, and were located in reserves on Rice Lake, Mud Lake, Scugog Lake and the Credit River, Victoria County, once part of their wild domain has passed almost completely into other hands.

Chapter IX.

Kawartha Navigation

Extending across Central Southern Ontario from the Bay of Quinte to Georgian Bay is a chain of lakes and rivers by which the Indian aborigines had from time immemorial transversed the province. Where this great range route crosses Victoria County its waters are known as the Kawartha lake system.

The history of navigation on this system is as old as human occupation. While the Indians however were able to portage their craft over waterlands and around falls and rapids the heavier draught boats gradually developed by white men made necessary a system of locks and canals. The record of navigation on the Kawartha lakes is therefore bound up intimately with the canalization of the water route. The canal system known today as the Trent Valley Canal has been under construction for 88 years and is not yet finished.

The first suggestion that such work be undertaken was made in 1827 when a petition signed by a Mr Stewart and others was presented to the Legislature of Upper Canada. A committee was appointed by the Lower House to consider the proposal and reported that it was "exceedingly desirable and important that those waters which constitute the chain of lakes and rivers which run in a southeasterly direction from Lake Simcoe and which empty into the Bay of Quinte by the River Trent should be examined and surveyed by competent persons with a view to ascertaining how far they might be rendered navigable and the probable cost attending same."

Nothing was done however until February 1833. An Act was then passed appointing Commissioners to receive plans and execute works necessary to the improvement of inland waters of the Newcastle District commencing at the mouth of the Otonabee which discharges into Rice Lake, and extending to Lake Seugog. For this purpose the Commissioners were authorized to raise £2000 ($8000) on the security of tolls.

The Commission at once proceeded to let a contract to Messrs Pearse, Dumble and Hour for a short canal and lock at Bobcaygeon. The lock was to be of wood 119 1-2 feet long by 20 feet wide with 7 1 4 feet of water on the sills at high water and 6 3 4 feet at low water. The canal was to be 975 feet long. This work was to connect the navigation of Chemong, Buckhorn and Pigeon lakes with Sturgeon Lake and the Seugog River as far up as Purdy's Mills now Lindsay.

The work at Bobcaygeon was begun in 1833 and completed in 1835 The contract price was £1600 and the contractors did extra work to the value of £64 From the Commissioners however they actually received only £918, because of pecuniary embarrassment which had overtaken one of the Commissioners, who had been entrusted by the rest with making disbursements in the and the Legislature had to make good a balance of £766

A Season of Surveys

Meanwhile several general surveys were under way it seems understood that the small wooden lock at Bobcaygeon was only a temporary expedient and that the government was planning works on a larger scale with stone locks extending from the Bay of Quinte to Georgian Bay

In 1833 the Lieutenant-Governor instructed Mr N H Baird to survey the section from the mouth of the Trent to Rice Lake and to estimate the cost of making it navigable for vessels drawing five feet of water and locks were to be 134 feet long by 33 feet wide Mr Baird reported that in the 61 miles from Trenton to Rice Lake there were five main impediments to navigation —(1) at Nine-mile Rapids (2) at Chisholm's Rapids (3) at the rapids between Percy Landing and Crow Bay, (4) at Healey's Falls and (5) at Crook's Rapids To effect the these obstacles he prescribed 37 stone locks 15 dams and 4 6 4 miles of side-cuts, all at an estimated cost of £252 447 6s 1 1-2d.

In 1834 a charter was granted to a private company to build a canal from Port Hope on Lake Ontario to Rice Lake The authorized capital of the company was £50 000 Surveys were made The distance of the only feasible route from Otter's Creek Rice Lake to the pier at Port Hope following the curves of the narrows was 14 miles The estimates of the engineer Robert A Maingy M L C M S on a canal 22 feet wide and 4 feet in depth with locks 70 feet by 14 feet was £101 428 8s 6d Of this sum, £60 000 was to cover unexpected excavation on the summit ridge near Rice Lake. The company did nothing within the seven year limit set by the government and the charter lapsed in 1841

In April 1835 Sir John Colborne then Lieutenant-Governor instructed N H Baird to survey the second section of the main transprovincial canal, from Rice Lake to Lake Simcoe His report divided this unit into five sub sections as follows —(1) Rice Lake to Peterborough, 21 miles with a rise of 4 1 2 feet requiring 2 dams and 1 lock (2) Peterborough to Clear Lake 14 miles with a rise of 147 1 2 feet requiring 6 dams and 14 locks. (3) Clear Lake to Bobcaygeon 23 miles, with a rise of 38 1-4 feet, requiring 2 dams and 5 locks (4) Bobcaygeon to Balsam Lake, 36 miles with a rise of 94 feet requiring 3 dams and 5 locks, and (5) Balsam Lake to Lake Simcoe 18 1-2 miles with a fall of 11 6 1-2 feet requiring 12 locks. The distance of the whole section from Rice Lake to Lake Sim-

one was thus approximately 110 miles. The estimated cost of construction including standard stone locks, 134 feet by 33 feet, was £282 067 16s. 4d., Halifax currency or $1 hd£ 271 27

In 1837 still another survey was undertaken. It had been suggested that a much shorter route than that already mapped out might be had by running a canal from Lake Simcoe to Scugog Lake and from Scugog Lake south to Lake Ontario. A civil engineer named Killaby was instructed to examine the physiography of the region. He ran a line from Port Darlington on Lake Ontario up Bagbers Creek past Bowmanville and north to Scugog Lake, and found that the summit of the available ridge which intervenes between the two bodies of water was at its lowest point 250 feet above Scugog Lake. Lack of water on these higher levels made the use of locks impracticable and wholesale excavation strailing the Culebra Cut was considered out of the question. This route was therefore abandoned.

No further surveys were made for some time for the new administration which took over after the Act of Union of 1841 abandoned the trans-Ontario scheme and dismissed all thought of examining the section from Lake Simcoe to Georgian Bay

Further Construction in the Thirties.

Considerable construction had however been prosecuted in the meantime. In 1836 the Legislature had divided the canal as far as surveyed into two sections a Trent Division from Trenton to Healey a Falls and an Inland Division from Healey's Falls to Scugog Lake. Two Boards of Commissioners were appointed one for each division, and work was begun in 1837 with N. H. Baird as supervising engineer. £16,000 was voted to the Inland Division

Work was done at Healey's Falls, Crooks Rapids, Whitlas Rapids, Buchanans, Bobcaygeon and Purdy's Mills.

At Bobcaygeon it was found that the original designs were so defective that the bottom of the wooden lock was dry if low water. Repairs were therefore made an embankment built near by and a dam constructed at Buckhorn Lake, all at a cost of £35hh

At Purdy's Mills, now Lindsay a wooden lock and a lock 134 feet by 33 feet, by 6 feet, were to be built. In 1837-38 the site of the lock was excavated to a depth of seven feet and coffer dams were made around the excavation Lumber for dam and lock was prepared and delivered on the ground. The lock was partly framed By 1838 some £1200 had been spent; but £150h more was needed to complete the undertaking. Funds were not forthcoming from the Commissioners and the contractors abandoned the works, leaving the materials in waste and rot for five years before anything further was done

Prior to February 1841 the total expenditure on both divisions of the canal amounted to only £44 298 or $177 5h2 h0

Progress Under Board of Works.

On the union of the provinces in 1841 the canal system was

placed under a Board of Works, which was the fore-runner of the later federal Department of Public Works. The chairman of this Board recommended the abandonment of the original trans-Ontario scheme on the ground that the route was too shallow and circuitous and that the cost estimated at $3,000,000 was prohibitive. He further recommended that the locks already started be finished and that timber slides be prepared.

The wooden lock and dam at Lindsay were completed in 1844. The lock was 131 1/2 feet long by 32 1/2 feet wide with an 8 foot lift. The dam was a truss frame structure 280 feet long and 8 feet high on a 30-foot base. The lock at last went out of repair and when, in 1857 the railway from Port Hope reached Lindsay, its renewal was deemed unnecessary. In 1859, a 96-foot slide was built through the lock. The lower gates were removed and the lower part of the upper gates formed the throat of the slide.

The channel of the Scugog River above and below Lindsay also claimed attention. In the lower river three cuts were made to eliminate some of the more unfortunate meanderings of the stream. In the upper river the outstanding impediment was a region of shifting bogs which tended to bedevil the channel at the foot of Scugog Lake. No remedy for this was found.

At Buckhaygeon a general reconstruction was accomplished in 1857. The wooden lock was replaced by one of cut stone masonry, 134 feet by 33 feet with a 7 1-4 foot lift. The gates were of solid timber and rested on wooden sills. This lock is being rebuilt in concrete in the current year, 1921. A canal above the lock 673 feet long was laced and fastened with timber and plank, and guard piers 130 feet long were placed below the lock.

In 1858 two slides were built and a basin and two mill races excavated. One slide was for squared timber and the other for logs. The Little Bob channel for sawlogs. A dam of truss and crib work was likewise built across the channel 1262 feet in length and 6 feet in height.

Development of Lumbering

For many years the aim of the government was less to foster navigation than to facilitate the passage of timber down the Trent System. In the forties the southern portion of the Trent watershed was the centre of lumbering activities. In 1844-45 three great slides were built at Healey's Falls, Middle Falls and Chisholm's Rapids, on the section between Rice Lake and Trenton. The cost of maintenance of these slides was greater than the revenue derived from them and in 1846 they were turned over to a "Trent Slide Committee." This Committee was granted a toll of one dollar on each crib floated, and undertook in return to keep the slides in order.

As the forests to the south became denuded the lumbermen kept moving north. In the early sixties a rush was made to secure the great pine areas in the northern half of the Trent watershed and

by 1888 about 1600 square miles had been alienated with practically no return to the public treasury.

As part of this development authority was granted on February 15 1860 to Alexander Dennistoun to form a company for the purpose of building a timber slide at Fenelon Falls. This slide was 328 feet long and 32 feet wide.

For the next twelve years violent guerrelling over the blocking of the Fenelon River channel with timber prevailed between the lumbermen and the steamboat owners of the district. Both parties petitioned the government in 1872 to divide the river into two channels. In 1873 this was done by building two piers in mid-stream and stretching between them a 3060 feet single chain boom anchored at intervals of 200 feet by heavy anchor stones and chain cables. At the same time the government assumed control of the timber slide.

Revival of Canal Project

The general supervision of the Trent System was under the Board of Works prior to 1867, under the federal Department of Public Works from Confederation till about 1887 and since 1891 under the federal Department of Railways and Canals.

In 1881, with the Canadian Pacific Railway planned across the northwest and the prospect of new grain traffic by water from Port Arthur holding the prophetic imagination the old trans-provincial Trent canal scheme was again brought up. It was pointed out on the one hand, that while the distance from Kingston to the Straits of Mackinaw by way of the Great Lakes and the Welland Canal was 725 miles the distance via the Trent Canal would be only 547 miles, a saving of 178 miles. It was argued on the other hand that the shallow channels and tiny locks would force transhipping of cargoes, unnecessary on the other route. That the canal route from Trenton to Georgian Bay was 258 miles in length while the direct distance between the two was only 112 miles, and that the incessant lockages over the Trent system would make it actually slower and more vexatious than the Great Lakes route. The government was not thoroughly convinced that the project was sound it went ahead but went very deliberately and took no steps towards large money appropriations for another fifteen years.

One major undertaking in this county may be noted. On October 14 1882 a contract was made with A. P. McDonald and Company to build two stone locks and a canal at Fenelon Falls. The locks had each approximately a fourteen foot lift designed to overcome a fall of 24.84 feet at Fenelon Falls and a fall of 3.77 feet at Balsam Rapids just above Cameron Lake. A dam 204 feet long and seven feet high was also built. Much trouble was experienced in unwatering the works but the locks were at last completed in 1884. It was then discovered that one-third of a mile of canal between them and Cameron Lake had been only partially dredged. Moreover the stationary railway bridges prevented boats from passing north. It was

not until May 19, 1904 that a swing bridge was installed and the steamer Water Witch pushed through with exultant shrieks. Balsam Lake was still inaccessible to most boats however, for the wooden lock built at Rosedale by Wm. Whiteside for the Ontario government in 1875 was only 100 feet in length.

Meanwhile the lock and dam at Lindsay has been rebuilt by Thomas Walters in 1870 and again in 1886, and a dry dock built at Bobcaygeon in 1889. In 1900-01 a wharf was built at the foot of Peel Street to the heart at Lindsay at a cost of $280. Steamers had previously docked at the foot of Caroline Street far down the river, but a turning basin was now dredged out in front of the new wharf and a road cut down the hill at the foot at Peel Street. The Scugog had also been treated to a couple of extensive cuttings by which to eliminate the most circuitous of its meanderings.

In 1890 the Dominion Government at last abandoned its heat tactics and launched out on the Trent Canal project in real earnest. In 1897 the line from Balsam Lake to Lake Simcoe was pushed forward. This work was divided into three sections. The first section running 5 1-2 miles west from Balsam Lake was undertaken by Andrew Onderdonk of Chicago. The chief task on this section was a rock cutting a mile in length running west from the shore of West Bay, Balsam Lake. This cutting was followed by a tunnel reach at Mitchell's Lake. Sections 2 and 3 totalling 13 1-2 miles were contracted for by Messrs. Larkin and Sangster and Messrs. Brown and Aylmer respectively. The work here included a 43 1 2 foot hydraulic lift lock at Kirkfield, 5 concrete locks, 3 dams 3 swing bridges and much dredging and excavation. For the right-of-way from Kirkfield to Lake Simcoe 2000 acres of land were bought at an average price of $10 the acre. The whole of the Balsam Simcoe section was completed by 1904 except the lift lock which had been found defective. After extensive repairs had been made the lock was opened with much ceremony on July 6 1907 by the Hon. Rudolphe Lemieux, Postmaster General and the Hon. M. J. Butler Minister of Railways and Canals. The cost of the lift-lock exclusive of concrete and breast walls was $282 000.

Navigation was now open from Orillia to Henley's Falls except for the old wooden lock at Rosedale. A contract for a concrete lock and short canal here was let on Feb. 24 1908 to the Rideout-McDonald Co. Ltd. A channel 4500 feet long, 90 feet wide and 7 feet deep had to be drilled and blasted out in rock already in the Balsam River. A further piece of canal was dug out through a swamp directly into Cameron Lake instead of following the river all the way. Work at Rosedale was practically completed in 1911.

Meanwhile two side issues had received some slight attention. In October 1909 the Dominion government appropriated $6000 to pay E. J. Walsh, C. E. of Ottawa to make a survey of the Gull River waters and to report on the feasibility of giving Minden connection by locks and canals with the main Kawartha Lake system. The project which had really been first brought forward in 1861

was considered quite practicable but was turned down by Laurier when advocated by Sam Hughes. M P Another lateral canal from Newmarket to Lake Simcoe, was began in 1906 but never came to anything.

In 1862 the lock and dam at Lindsay were rebuilt under the contractorship of Mr J Ritchie.

Fierce controversies raged for many years over the choice of a lower outlet for the canal Port Hope Cobourg and Trenton all shewed their rights and advantages In the matter in 1906 the government finally decided to adopt the Trent River route. This section from Trenton to Rice Lake, was opened for traffic on June 6, 1918.

The final link which will give through passage from Georgian Bay to the Bay of Quinte is not yet finished. The "Severn Section" involves 6 locks 16 dams and 8 bridges. Through the use of two marine railways at Swift Rapids and Big Chute respectively launches up to 35 feet in length may pass from Lake Couchiching to Port Severn on Georgian Bay but this does not constitute open traffic on the Canal.

The total expenditure on the Trent Canal up to March 31, 1913, was $18 760 220 23 a sum which would have seemed unbelievable forty years ago.

History of Kawartha Navigation.

Apart from the log dug outs of the pioneers, the first vessel on local waters was the packet boat "Firefly" operated by Reuben Crandell of Port Perry and his son George. This craft was a roomy sailing skiff with oars which from 1838 to 1845 had a monopoly of the freight and passenger traffic between Port Perry and Lindsay. In 1845 two men Lasher and Haywood built a horse-boat and ran between "Lasher's" (now Cassarets) and Lindsay In this way they sought to establish a trade route between Lindsay and Bowmanville This opposition stirred George Crandell up to building at Port Perry the first steamboat on these inland waters With the co-operation of Messrs Chisholm Rowe and Collins the S S "Woodman" a 100 foot side-wheeler was launched on May 24, 1851. The "Woodman" developed cordwood as fuel and travelled at the rate of eight miles an hour The hores boat went out of business next day As a sample of the difficulties encountered by these early ship builders it might be mentioned that when in 1863 some of the "Woodman's" boiler flues gave way no new flues could be obtained in Toronto and Charles Britton had to send all the way to New York for them.

Between 1852 and 1856 the following additional steamboats were built locally —1852 S S Ogemah at Fenelon Falls by Captain Wallis 1856 S S Firefly at Peligonaith by Captain Sawyers 1856 S S Scugog at Mud Lake by Capt Kelly; 1861 S S Lady Ida at Port Perry 1868 S S "Ranger" at Lindsay by Capt. Geo Crandell 1868 S S "Novelty" at Ball Lake by Mr Neary

1854, S. S. "Anglo-Saxon" at Lindsay by Capt. Crandell; 1867, S. S. "Victoria"; 1867, S. S. "Commodore" by Capt. Crandell; 1868, S. S. "Champion" by Capt. Crandell; 1871, S. S. "Cameron" at Coboconk by May and Treleavin; 1879, S. S. "Sampson No. 1," a side-wheeler built by Mr. McFadden at Coboconk and hauled down over the Fenelon Falls dam by Capt. Crandell; 1870, S. S. "Sampson No. 2" at Ball Lake by Scott and Son; 1872, S. S. "Mary Ellen" at Lindsay by Capt. Crandell; 1872, S. S. "Victoria," later the "Historian," by Tate and Hall; 1873, S. S. "Vanderbilt," a 120-foot vessel with the first walking-beam engine seen on these waters, built at Lindsay by Capt. Orr Hall; 1880, S. S. "Eva" by Capt. Crandell; 1880, S. S. "Beaumaree"; 1884, S. S. "Esturion," by Messrs. Boyd, of Mooncayeon; 1884, S. S. "Maple Leaf" built by Parker Davis, later owned by Capt. Bottum; 1884, S. S. "Dandelion," a stern-wheeler built at Port Hoover by Capt. Savage; 1885, S. S. "Stranger," at Lindsay by Capt. Crandell; 1885, S. S. "Dominion" at Lindsay by Burk Bros.; 1886, S. S. "Water-Witch" at Lindsay by H. Dunsford; 1886, S. S. "Alice Ethel" at Lindsay by Thos. Sadler; 1888, S. S. "Louise" at Port Perry by Mr. Bowman; 1891, S. S. Crandella at Lindsay by Capt. Crandell; 1893, S. S. "Marie Louise" at Lindsay by Joe Parkin; 1893, S. S. "Columbian" at Lindsay by Capt McCannna; 1896 S. S. "Greyhound (later the Kathleen)" at Lindsay by Thomas Sadler Later boats have been the "City of Lindsay," "Kenosha," "Mosita" Alexandra, (later the "Arthur C.") Beasie Butler Wacouta and "Linda."

It was an amazing fact that until 1896 Port Hope, on Lake Ontario, was the nearest port of registration for vessels in other words all boats built at Lindsay and elsewhere on the Kawartha waters had to be marked of Port Hope. In 1896 this absurdity was abolished by making Lindsay a port of registration

Steamboats on local waters have performed two functions: first, that of assisting in the timber trade and second, that of carrying passengers and freight. From 1850 to 1880 the exploitation of the forests of the districts was at its height and the steamers chief work lay in the towing of immense rafts of logs and a multitude of lumber-barges. From 1880 to 1910 passenger traffic grew in importance. The two oldest steamship companies during this period were the Trent Valley Navigation Company, organized in 1892 with M. M. Boyd as its first president, and the Kawartha Lakes Excursion Company founded in 1902 by Joseph Parkin and John Carew.

The steamboat traffic has dwindled away, however. One by one the older boats have been destroyed by fire and the recent advent of power launches has reduced passenger traffic to a minimum and rendered steamers almost superfluous. Only one steamboat the Lindenia now runs on the Scugog, where navigation was once so active. The first local power launch was G. H. Grantham's "Pet," brought in during the nineties. By 1905 there were 75 motor boats in Lindsay.

Future of Trent Valley Canal

The only possible justification of the twenty million dollars spent on the Trent Valley Canal will come from (1) water-power supplied, (2) through traffic that may develop and (3) a carefully planned revival of lumbering through reforestration.

The importance of using the back lakes of the Trent watershed as reservoirs by which to regulate waterflow and maintain ample water supplies for lumbering, navigation and electric power generation is now fully recognized. The Ontario government built a few scattered dams among these headwaters in the sixties in order to assist lumbering operations. It was not until 1905 however when the Federal Government was ceded control of all such works, that systematic management of waterflow was set up by the construction of an extensive system of concrete dams. This eliminates the destructive spring freshets and guarantees a steady flow of water throughout the year.

The development of any extensive transprovincial traffic through the Trent System is very problematical. Provision is being made for navigation by barges of 500 tons burden. The multiplicity of locks and the circuitousness of the channel, however will make it but little quicker than the Welland Canal route, by which transhipment is unnecessary, while if speed is desired, the C.P.R. grain line from Port McNicholl has the canal far outpaced.

When we consider the question of local freight we find the canal built fifty years too late. Timber would have been the only considerable freight and until 1913 the canal system had no outlet to the main water systems of Ontario. If such a canal worked on a basis of cheap transportation, had been in existence from 1854 on, it would have made possible more conservative logging, closer utilization of material by mills along the route, greater profit for all and the management of the lumbering business in perpetuity. As it was the timber was cut in a wasteful manner owing to the cost of transportation, and today the forests are practically exhausted. Only careful reforestration under responsible control can redeem the situation.

About 1875, the late George Laidlaw of Bexley prophesied that the Trent Canal would ultimately cost $20,000,000 and suggested that far more profit would result from spending that amount on the scientific improvement of live stock in Ontario. His estimate was greeted with universal laughter and incredulity. To day he stands absolutely vindicated and many would likewise agree completely as to the wisdom of his recommendations.

Chapter X.

Spinning the Railway Web

The early railways in Victoria county were born of commercial necessity

The years from 1820 to 1850 saw the development, in the Kawartha Lakes basin of great lumbering enterprises followed closely by farming. Cutting off this thriving interior from the Lake Ontario coast lay a range of forest-ridden knob-hills crossed only by two or three circuitous bush trails. In the thirties as we have seen shortlive efforts were made to bridge the gap by building a Trent Valley Canal Greater success attended the activity twenty years later. of the builders of railways.

The first three of these railroads, might be described as portage roads The first was built from Lake Ontario to the Scugog River, and later extended on a longer portage to Georgian Bay The second crossed from Toronto on Lake Ontario to Cabbagetown on the upper Kawartha waters The third ran from Lake Ontario to Scugog Lake, and was afterwards carried on to the Scugog River at Lindsay All shared at carrying the trade of this inland district out into the markets of the outside world

The First Train to Lindsay

The first of these roads, the Port Hope and Lindsay Railway was chartered in 1846 with permission to build from Port Hope to Lindsay and thence west through Manvers to some convenient point on the Ontario Huron and Simcoe Railway These original plans were never carried out and indeed little work of any kind was done until after 1853 when a necessary renewal of the charter was secured

The first train into Lindsay came in from Port Hope on Friday October 16 1857 The road at first had reached Reaboro by December 1856 and trains were unloading freight at Cunningham's Corners in August, 1857 in Lindsay however the road was to enter around the east bank of the Scugog along the line of the present G T R. East Ward switch, and the cutting required in the river bank near the present Attenbury plant caused much delay Steam-shovels were unknown in that day and all the earth had to be taken away in carts and wheelbarrows Hence it was the middle of October 1857 before the first train entered the town

Lindsay was the terminus of this railway for the next fourteen years. The station was near the foot of King Street in the East Ward just east of the grain elevator of today Yards and wharves were pre

pared on the east bank of the Scugog a few hundred yards farther north. The service consisted of one mixed train which left each morning for Port Hope and returned to Lindsay at night, after a leisurely day along the road.

On December 24, 1865, the railroad was renamed "The Midland Railway of Canada" and in January 1871 an extension from Lindsay to Beaverton was formally opened. While it crossed the Scugog by a swing bridge at the end of Lindsay Street North, ran north to about the present Carew box factory and then swung west through Ops.

An earlier branch line, built by Messrs Tate and Fowler from Millbrook to Peterboro had been opened May 21, 1858.

The road was extended to Orillia in 1872 and in 1878 to its final terminus at Midland on Georgian Bay.

Toronto and Nipissing Railway

In the session of 1867—68 the Ontario Legislature granted a charter to a Toronto and Nipissing Railway Company which purposed building a narrow gauge railroad from Toronto to Coboconk, in Bexley township, Victoria county.

This road was built in two sections. The first from Toronto to Uxbridge was formally opened in July 1871, and the second from Uxbridge to Coboconk was completed in the autumn of 1872.

The total length of the railroad was 87 miles; the gauge was 3 feet 6 inches and the weight of the rails 40 pounds to the yard.

The largest structure on the road was a bridge over Northwest Bay, Balsam Lake. This bridge was 475 feet in length and consisted of three 106 foot spans and five 42-foot spans.

The officials of the company were William Gooderham, Jr., President and Managing Director; James Graham, Secretary Treasurer and Edmund Wragge, Chief Engineer.

In 1873 and again in 1879 attempts were made to extend the T. & N. R. to Minden or failing that to build a 3-mile spur to Elliott's Falls and gain through water connection with Minden by means of a lock at Moore's Falls. Neither plan has ever been realized.

Whitby and Lindsay Railway

In 1868 a charter was granted to a Whitby and Port Perry Railway Company with permission to build from Port Whitby on Lake Ontario to Port Perry on Lake Scugog. The company was very weak financially, but after enduring many vicissitudes of fortune, it succeeded in running trains over the road by the spring of 1872. In May, 1872 the road was bought up by Messrs Austin, Fulton Mickle, and Molden.

As extension to Lindsay now seemed desirable, and in the autumn of 1875 the company succeeded through a series of public meetings in obtaining a vote of $35,000 from the group of municipalities about and including Lindsay. In a crucial campaign meeting at Downeyville Sir William Meloch, then solicitor for the railway, found argument

of no avail, but carried the by-law by giving North Emily three jokes, two songs and a Irish clog dance. A grant of $2400 per mile from the government was also engineered.

Work began in the summer of 1874. The surveyor was a Mr Menelaus of Uxbridge, the consulting engineer was Frank Shanly of Toronto and the contractors were Messrs. Gibson and Dixon. By noon on June 15, 1877, the tracklaying gang had reached Albert Street, Lindsay. In honor of the event Veitch's Hotel presented them with a whole barrel of booze, which inspired them to hold a "heavy parade" around the streets of the town. The inaugural trip over the new line was made on July 31, 1877. The distance from Whitby to Port Perry had been 20 miles, and from Port Perry to Lindsay 25 miles.

The Victoria Railway.

A fourth road. The Lindsay, Fenelon Falls and Ottawa River Railway was chartered in 1872. It was to be a narrow gauge line running north from Lindsay through the back townships of Victoria and Peterborough counties and on to join the prospected line of the Canadian Pacific Railway near Mattawa.

The name was soon changed to The Victoria Railway, and the gauge to the American standard.

Strenuous opposition to the road was raised by the town of Peterborough, the southern townships of Peterborough county, and the township of Fenelon, while Lindsay, the unincorporated village of Fenelon Falls, and the northern townships of Peterborough county gave the project their enthusiastic support. Municipal by-laws against house-grazing were removed in 1874 by making Fenelon Falls an incorporated village and incorporating 33 northern townships (20 from Peterborough county and 3 from Victoria county) as the Provisional County of Haliburton. Bonuses were then forthcoming, and the first sod of the railway was turned at Lindsay on August 5, 1874 by the Hon C F Fraser, Commissioner of Public Works.

The president and dominant spirit of the company was George Laidlaw, later of Bexley, the vice-president was C J Campbell, and the chief engineer was James Ross, later a Montreal millionaire. The directors were W W Copp, C W Bunting, J C Pitch, R Rachar, Wm Thomson, George Stephen and H P Dwight.

The section from Lindsay to Kinmount was undertaken first. Here perhaps the chief difficulty lay in grubbing out huge pine stumps. Specifications called for a 200-ft bridge over the Old Distillery Creek, a 500-foot bridge and a 2400-foot fill at McFarlane's Creek, a $20,000 bridge over the Fenelon River, and a 133-foot single span Howe truss bridge over the Burnt River. Rock cuttings were heavy near Fenelon Falls, and for the last four miles into Kinmount.

Work was twice interrupted during the general financial depression of 1875. A colony of lecturers, songs sold were women and children to all, had been brought in and settled at Kinmount in 1874 in order to help sleep the construction work. Dysentery demoralized

their efforts for a time various difficulties arose, and they finally migrated to Manilabe it o holy le September 1879.

Steel reached Kinmount in October 1878. Further railway-building was held up for a time through lack of funds but in 1877 Laidlaw secured a grant of $3'00 per mile from the provincial government and a bonus of $3000 per mile from the Canada Land and Emigration Company, which controlled a large part of Haliburton county.

The chief obstacles encountered in the remaining 32 miles were heavy rock cuttings and a morass or elm hole four miles north of Kinmount, which swallowed up thousands of carloads of logs, trees and earth before it was finally bridged. The 66 miles of railroad from Lindsay to Highbortion village were opened for traffic on November 25, 1878.

At its Lindsay terminus the road first merely branched off from the Midland Railway at a Victoria Junction (still marked on government topographical maps, though vanished long since from the earth) at the head of William Street North. An extension was later built down Victoria Avenue and a station built on that thoroughfare near its intersection with Glenelg Street. The first agent was the late James C. Leonard, who was later enlisted in the hierarchy of the C.P.R. management.

Numerous attempts have been made to carry the Victoria Railway beyond Haliburton but none have succeeded.

The Blight of Bonuses

The benefits of all this railway building were somewhat counterbalanced by the financial burdens which they laid upon the municipalities which were served. No consideration was undertaken without liberal gifts of money, and many municipalities, in their anxiety to secure railway accommodation, gave far beyond their means.

The Midland Railway took $80 000 from Ops and Lindsay, $100,000 from the town of Peterborough, $60 000 from the township of Hope and the amazing sum of $980 000 from the little town of Port Hope.

The Toronto and Nipissing Railway received $330,000 in municipal bonuses, of which $44,000 came from Eldon, $10 000 from Bexley, $15 000 from Somerville and $12 000 from Laxton, Digby and Longford.

The Victoria Railway secured $214,000 in such grants, $60,000, being paid by Lindsay, $10 000 by Fenelon Falls, $15 000 by Somerville, $7 000 by Verulam and $55,000 by Haliburton county.

The Whitby Railway, as already stated, drew in $35 000 from Lindsay and adjacent municipalities.

Local tax rates long recorded the chilling effect of these expenditures and many years passed by before the general increase in prosperity, due to improved transportation, vindicated in some measure the prophetic realness that had plunged into debt.

If we once grant that the railways though perhaps prematurely

and unnecessarily multiplied, were yet needed for the development of the countryside. It is hard to imagine any better plan for their financing than that of municipal bonusing. Little capital either foreign or domestic was available for investment in such enterprises. Government grants were certain ultimately to return to the tax payer with horse sense and as railway construction was even more feverish in the rest of the province than in this county a blanket government subsidy to all companies would have borne unfairly on Victoria. Municipal bonuses were paid by those immediately served and though the levies caused temporary distress the speedy economic benefits of the railways gradually brought relief.

The Battle of the Barricade

An incident which is unique in the history of local railways occurred in Lindsay on November 13 1877.

A long strip of land lying between King Street and the river and stretching east from Lindsay Street for several rods had been occupied for more than ten years by a siding of the Midland Railway. The railway company therefore claimed possession.

In 1877, Thomas Fee a local lumberman bought this parcel of land from Robert Lang an official of the Lindsay Land Company and proposed to erect a mill on the site.

As the railway was obliterate Fee decided to take the law into his own hands. On the night of November 13th he and Lang gathered a body guard about them took possession of the lot, and set up a strong fence across the siding which ran into it.

Mr Burton, the railway agent, then brought out an engine and prepared to batter his way through the barricade. The defenders then drew revolvers a battle seemed imminent and Lang who happened to be a Justice of the Peace, climbed on top of a dry goods box and read the Riot Act. Burton accordingly withdrew and telegraphed his troubles to the Head Office at Port Hope.

Morning saw Fee and Lang entrenched with a force of 50 men but a train which arrived from Port Hope at noon brought in an army of 120 section hands gathered up along the line. The engine was thereupon driven resolutely through the fence and a melee ensued in which the railway forces were victorious.

This astonishing breach of the peace was afterwards investigated by Judge Molesworth. It was found that the land in dispute had been conveyed to the government Board of Works by William Purdy in 1843. It therefore formed no part of the Purdy estate taken over by Lang and the Lindsay Land Company in 1856 and belonged in 1877 neither to Fee nor to the railway but to the government.

George A. Cox Achieves Amalgamation.

In 1878 there were four independent railway companies operating in Victoria county. Within the space of three short years one man succeeded in promoting their consolidation into a single system.

This man was George A. Cox, a Peterborough insurance agent, who became president of the Midland Railway in the fall of 1878.

By July 1, 1878, he had made an arrangement between the Midland Railway and the Whitby-Lindsay Railway, by which the two roads pooled their resources and divided their gross earnings in the ratio of 79 to 21. In June 1881 a syndicate headed by the Hon. D. A. McInnis and John Proctor of Hamilton bought up a controlling interest in the Victoria Railway, and George Laidlaw retired. Cox now became active again. He purchased the Toronto and Nipissing Railway in July, 1881, and proceeded by November 1881 to engineering a merger of the Midland, Whitby, Lindsay, Victoria and Toronto and Nipissing railways. The consolidated lines were to be known as the Midland Railway of Canada. The first train from Peterborough to Toronto via Millbrook and Lornesville passed over the new system on December 1st, 1881, with a running time of three hours.

The sequel to this amalgamation came on January 1, 1884, when the Grand Trunk Railway leased the Midland Railway and Cox withdrew from railway affairs. It then transpired that the Grand Trunk already had a controlling interest of $4,316,820 in the Midland Railway capitalization of $6,000,000. Here were the backers for whom the versatile Cox had done his work so well and from whom no doubt he received suitable recognition. The Midland Railway was finally consolidated with the Grand Trunk by Act of Parliament in 1893.

As part of the consolidation of 1881, plans were laid for building short lines between Wick on the T. & N. R. and Manilla on the Whitby-Lindsay line and between Peterborough and Omemee and for the construction of a new bridge and station at Lindsay.

The Wick-Manilla line was seven miles in length and ran from Wick Junction, a mile north of Wick Station to Manilla Junction, a third of a mile north of Manilla Station (now Crosswell). The contract here was let in 1882 to George Wheeler, M.P. in July 1883. Wick station and Manilla station were abolished and the name Wick Junction were changed to Blackwater Junction.

The Omemee-Peterborough line known popularly as the "Missing Link" was begun in February 1882 under the contractorship of J. H. Beemer. The heaviest work lay in the bridging of two wide deep valleys at "Tully" and "Douben". The former required a trestle 700 feet long and 40 feet high and the latter a trestle 1200 feet long and 70 feet high. Most of this trestle work has since been filled in with ballast. On July 2 1883 a small battle, involving stilettos and revolvers, took place at Sheridan Cut two miles east of Omemee between some Italians who had struck over an illegal reduction of wages and some Irish-Canadians who had been working. Many were wounded but none killed. The first train over the "Missing Link" was run on November 23 1883, five days after standard time had been first adopted by the railways of Canada.

At Lindsay a new entry by means of a high level bridge just south of the line of Durham Street was decided on. The steel superstructure was supplied by the Hamilton Bridge Works and consisted

of a centre span 84 feet long and two end spans, each 44 feet long. The supporting piers of solid masonry 47 feet in height were built by Messrs McNeely and Walters of Lindsay. This bridge was replaced in 1901 by a through girder bridge. The old swing bridge across the Scugog at the head of Lindsay street North was abolished and its centre pier removed from the river in May 1887 by Capt. George Crandell.

The old East Ward station was also discarded and a new station elte chosen just south of Durham Street at William Street. The first new station a distinuctive structure. 27 feet by 60 feet was built in September 1883 and burnt down on January 8 1895. The present building was erected on the same site in October 1895.

During the eighties it was decided to make Lindsay the divisional point (as it is today) for the whole Midland system. The locomotive works which had formerly been located in Port Hope therefore transferred to Lindsay. The first sod for the new buildings was turned by H J Rainsford on July 18 1887.

Irondale, Bancroft, and Ottawa Ry.

A road which does not lie actually within the county but which is inseparably associated in thought with the Victoria Railway is the I B & O (Irondale Bancroft and Ottawa) Railway, known in early times as the I O U because of its financial trials. This railway strikes east from Eldorado Junction on the Haliburton line 2 3 miles north of Kinmount. A charter issued in 1880 granted permission to build west to Georgian Bay and east to Ottawa. The line was begun by Mr Myles, of the Snowdon iron Mine extended by C J Pusey and L B Bowland and finally acquired by the C N R in 1909. Constructional difficulties were enormous; traffic was scarce and money scarcer and progress to building hardly averaged a mile a year. The first engine on the line was the "Mary Ann" a gentle creature who whenever the rails gave out would squat quietly down on the ballast without hurting a soul.

At the present day the I B & O has reached Bancroft on its way to Ottawa.

Hope Deferred Maketh Bobcaygeon Sick.

The only important centre in the county which was not served by the consolidated Midland Railway system was the thriving village of Bobcaygeon, with its products of lumber, lime, and building stone.

Attempts were made by Peterborough promoters in 1874-75 and again in 1881, to finance a line from Peterboro to Bobcaygeon. Both attempts failed although in the former case Bobcaygeon and Verulam each voted $32,000 in bonuses.

On March 26 1883 a charter was granted to a Bobcaygeon Lindsay and Pontypool Railway Company composed of Lindsay and Bobcaygeon business men. The company found construction beyond its means and accomplished nothing until 1893. An agreement was

than entered into with the Canadian Pacific Railway whereby the latter agreed to touch construction on the understanding that they were to receive a 99 year lease In this way the C P R got the road without the trouble of securing an extra charter and the directors of the S L & F R attained their objective the linking up of Bobcaygeon with the outside world The promoters of this project were F J Wickham W T C Boyd and Thomas Stewart

Surveys were made in May and June 1902 and o line chosen from Barkston in Durham county on the C P R through Lindsay to Bobcaygeon The Dominion government gave a bonus of $2200 per mile for the whole 38 miles of construction and the Ontario government $2000 per mile for the 18 miles between Lindsay and Bobcaygeon The contract for building was let in July 1902 to E F Paquelet

Bitter opposition was given by the G T R. The original plan had been to enter the town by a line built a mile east of the river cross the G T R tracks on the level and come in on a curve According to law it was permissible for a new road to cut across a single main line of rails but not a series of sidings The G T R therefore called plaited matters by laying down a series of extensive sidings (called the Santiago Siding in memory of the recent Spanish American war) directly across the proposed route A changed survey now dipped down to river level and passed under the G T R high level bridge The G T R next tried to block the Bobcaygeon line from crossing the old track at King Street in the East Ward but was forced to give way by the Railway Committee of the Federal Privy Council

In order to pass through Lindsay on the new level entire blocks in a thickly built up part of the East Ward had to be bought up and demolished Over forty residences with their outbuildings were wiped out and their destruction produced a housing famine in the town The cost of a mile of railway in this part of Lindsay totalled over $150,000

The road was officially opened by H F Timmerman on July 28 1904

A Line for Manitoba Wheat

Scarcely had this Bobcaygeon spur been completed, when the C P R began to lay plans for the construction of a railway from Victoria Harbour on Georgian Bay to their main line near Peterborough so that the grain harvest of the western provinces might be handled with greater despatch Surveys were begun in the fall of 1905 under the direction of Mr Gourley, C E Seventeen different survey lines were run, and a route was finally chosen in 1906 Building was postponed however for another two years because of the government's delay in dredging out Victoria Harbor sufficiently for the big grain vessels to moor alongside the elevators

The G T R. prepared meanwhile to counteract this C P R venture by double tracking the Midland Division from Midland to

Port Hope and improving grades all along the route A new entry into Lindsay from the northwest was built in 1909, thus circumventing the difficult grade on Victoria Avenue Further construction was prepared for in a leisurely fashion but the enterprise was dropped when Chas M Hays perished in the Titanic disaster

The C P R began work to carry to 1912 so its line from Port McNicoll on Victoria Harbour to a point on the main line near Bethany in Durham county (The junction here has been called Dranoel i e. Leonard spelled backwards)

The general contract was awarded to the Toronto Construction Company and the local sub-contracts to Johnston Bros. (Lorneville to Cambray) Perry and Stewart (Cambray to Lindsay) and F R. Wilford (southeast from Lindsay)

The last rail was laid on October 25, 1911 The total length of the line was 68 miles, and its maximum gradient four-tenths of one per cent.

Recapitulation

Brief summarizing may clarify our retrospect of Victoria railways Three early roads were built to link up the trade of the Kawartha basin with the outside world and a fourth sought to tap forest wealth and supposed agricultural resources to the granite hinterland of Haliburton These roads were amalgamated to 1888 and absorbed by the G T R. in 1904, the C P R. completed a short line as a trade outlet for Verulam and Bobcaygeon and in 1911 built a cross country grain portage line from Georgian Bay to their Toronto-Montreal trunk line

Chapter XI.

A Century of Politics

The sketch of a century's politics in Victoria county which is set forth hereafter has been confined to a bare outline of elections and governmental Material had been gathered for an analysis of the political issues which have been faced by electorates from 1821 to the present day but such a discussion has been found too extensive to include in the present history of Victoria county

It might be well however to make in passing that there have been real issues whose treatment and solution have underlain the political history of the century There have been pro and always will be vital problems connected with our national development and it is the duty and purpose of governments to solve these problems in the best interests of the people Canadian national life is the phenomenon of a complex of races developing in a new country under the directing influence of great geographical economic and sociological forces Obstacles to prosperous development have arisen in all times through the ignorance or unscrupulous selfishness of men or governments or the operation of economic laws When such problems do present themselves the operation of government like infirmities in the body to receive wise adjustment they persist like infirmities in the body to cause continual trouble For instance clergy reserves seigniorial tenure and speculators land holdings were direct hindrances to settlement in early times and the country knew no peace until these burning questions were disposed of by the McNab-Morin government in 1854 So of all times it is the duty of every true citizen to give impartial study to the real issues which confront his country and to exercise the franchise accordingly

There have been seasons however when the true problems of national development have been altered forgotten and elections have been decided on a very different basis it is hard to escape the conclusion that in Canada our political predilections have been largely hereditary and based on race and religion in Victoria County Irish Protestants have been usually Conservatives and Orangemen always so while Scotch men and Irish Catholics have been usually Liberal Hence the type of man who cannot understand loyalty in a political opponent has for decades been conducting a miserable inquisition into the nationality and religious tenets of candidates and has been seeing religious hobgoblins peering from under political beds Then, too ignorant gullibility has all too often been played with by specious arguments. Personal loyalties have prevailed Bribery has corrupted the work Party machines have controlled nominations and dominated elections During the past twenty years however we have been privi-

ing away from such methods of deciding great issues. The rising generation is coming to think for itself and the younger men of to-day have nothing but contempt for blind party allegiance.

In this emergence of thoughtful purpose is the people of Canada lies our greatest hope for the future. When a nation comes to know its own mind and to consider its problems on their own merits a new day has surely dawned.

For the mind and will of the great centre of gravity of a democracy must count for something to determine its history. The late Professor Goldwin Smith argued forcefully that Canada's destiny lay in annexation by the United States. John E. Ewart, of Ottawa claims today with equal vehemence that Canada is to be an independent nation. Both have been great thinkers but both have been blindly ignorant of the conscious will of the Canadian people. Hence both have been hopelessly wrong and have merely spun fine webs of thought in vacant lanes where no man passes.

The people of Canada are coming to realize that there are national problems transcending the importance of mean party politics and both doctrinaire and professional politician will have to give weight in future to the deliberations and decisions of the people themselves for by these decisions the future will be shaped.

The U. C. House of Assembly 1821-41.

From 1821 to 1841 such of the modern Victorian townships as were then in existence formed part of Durham County, known also politically as the West Riding of Newcastle District. For this riding two representatives sat consecutively in the House of Assembly of Upper Canada. The following were the members elected during the period from the first settlement of Victoria up to 1841:—1820-24 Samuel Street Wilmot. 1824-28 George Strange Boulton and Charles Fothergill. 1828-30 John David Smith and Charles Fothergill. 1830-34 George Strange Boulton and Jesse Ketchum. 1834-36 George Strange Boulton and John Brown. 1836-1841 George Strange Boulton and George Elliott.

It was during this period that the bilious ferment of Family Compact domination came to its climax. The economic ills of the province suffered from the malpractice of an irresponsible government. The settlement of the land had been made well nigh hopeless by grants to the church, to politicians and to politicians' friends. Redress seemed beyond hope and in 1837 a few of the reformers headed by William Lyon MacKenzie entered on a rash but pitiful little revolt. The British government at last realized that all was not well in Canada and sent out Lord Durham to investigate. The outcome was a monumental report on the grievances and problems of both Upper and Lower Canada. Durham recommended (1) that responsible government be granted to the colony as a cure for political abuses and (2) that the two provinces be united in the hope that mutual understanding might temper racial antagonism.

In surveying the events of this period it would not be wise to

braced the notorious leaders of either faction as deliberately evil. Most of their acts were probably performed in accordance with conscience. We need to learn that integrity of character may be accompanied by uncivilised prejudice and cruelty. Witness, for example the stupid unbelievable tyranny of bigoted righteousness in the case of Archdeacon Strachan and the narrowness, bitterness and emotional violence of many of his followers. On the other hand some men even today, take a long time to realize that those who differ with the political party constantly in power are not necessarily traitors or rebels.

All the members for Durham County from 1831 to 1841 were supporters of the Family Compact. Perhaps the foremost of their unsuccessful opponents was Cheesemans Mon. of Ops a retired naval officer who owned the northern one-quarter of the modern township of Lindsay. Mon left for California by the overland route during the gold-rush of 1849. He was never heard of again and his land in Lindsay was sold for taxes.

Politics Following the Act of Union.

As a result of Lord Durham's report the British parliament passed an Act in July 1840 uniting the two provinces. The first election was held the following spring.

The electors of Durham County voted at Newtonville in Clarke township. Representatives had been out down to one and the contest was between George Strange Boulton (Family Compact) and John Tucker Williams (Reformer). Boulton took every precaution to ensure his election. Temporary refreshment booths were set up and whole barrels of free whiskey stood on end with their heads knocked out. Axe handles were provided for the persuasion of those who refused to be mollified. As voting was public and each man had to ascend a flight of steps to an open-air platform and verbally announce the name of the candidate whom he favored, the Compact had always won heretofore under such circumstances. On this occasion however the Scotch settlers of Eldon who were nearly all ex-soldiers marched to the polls in a body, dressed in navy blue and led by their pipers and voted to a man against Boulton. When it was announced that Williams had been elected, there was a riot and a Reformer named John Marshall was clubbed to death.

During the first parliament to 1841 the townships now in South Victoria and South Peterborough were formed into the Colborne District and assigned one representative. In 1853 Victoria County was made a separate political riding with one member. No arrangement which persisted until Confederation.

The promised principle of responsible government was soon to be rudely violated. Sir Charles Metcalfe who became governor in 1843 refused to follow the advice of his ministers in the matter of appointments to public offices and actually conducted an election to person in 1844 in order to secure the arbitrary powers which he desired. Wholesale bribery, especially by grants of public lands was used and he succeeded in getting a small majority in his favor in the

Colborne District, however his candidate Colonel Baldwin, of Toronto, was defeated by George Barker Hall a Peterborough lawyer, who ran for the Reform party

The next governor was the Earl of Elgin appointed in 1847 In December 1847 the Viger-Draper government formed under Metcalfe resigned and parliament was dissolved In the elections of 1848 the Reformers swept the country and formed a ministry under Robert Baldwin and Sir L H Lafontaine Colborne District returned James Hall (Reformer) a Peterborough Scotchman with a plurality of 81 votes over John Langton of Fenelon and Richard Birdsall of Asphodel

The Earl of Elgin had married a daughter of Lord Durham and was very anxious to give Durham's report full application in colonial affairs He therefore accepted fully the principle of responsible government and held it his duty to accede to the advice of the leaders of the party in power

In 1848 a Rebellion Losses Bill was passed by the parliament which then met in Montreal giving compensation to all in Lower Canada (exclusive of convicted rebels) who had suffered losses in the revolt of 1837 When Elgin gave the Crown's assent to the bill a mob of blackguards consisting of the so-called aristocracy of Anglo-Saxon Montreal assaulted Elgin with stones and rotten eggs burnt down the parliament buildings and looted Lafontaine's house The governor persisted patiently in his chosen course however and constitutional government emerged stronger than ever from this last outrageous assault on it by the survivors of the Family Compact party

In 1851 another general election took place The Reform party was again in the majority but Lafontaine and Baldwin retired from public life and their places were taken by A N Morin and Francis Hincks in the United Counties of Peterborough and Victoria (as our riding then stood) John Langton of Fenelon township (Moderate Conservative) was elected by a majority of 70 over James Hall (Reformer) the former member

Rise of Political Parties

During the period from 1841 to 1855 the elements which make up our modern political parties may be seen in primitive form For some time there were really five parties in the Assembly, as follows —(1) a rabid remnant of Family Compact Tories, which burnt itself out in the outrages of 1849 (2) the moderate Conservative Win and Lafontaine (3) the Clear Grit Reform party at Upper Canada and (5) its counter part, the Parti Rouge of Lower Canada

After an election in 1854 none of these parties had a majority in parly (3) a rather conservative Liberal party represented by Baldwin, the house and John A Macdonald a leading Conservative, was instrumental in bringing about a coalition between the Conservatives and the Conservative Liberals thus forming the nucleus of what is

still known as the Liberal-Conservative party. The "Clear Grits" and "Parti Rouge" were more or less thrown together in the opposition and are the direct ancestors of the straight Liberal party.

Victoria county had been made a separate riding in 1853 and in the election of 1854 returned James Smith (Reformer), a Port Hope barrister, by a heavy majority over Misseom Boyd, (Conservative), the Bobcaygeon lumberman. Smith supported the coalition already referred to and gave such offense to his constituents by so doing that he had to retire from political life.

In the next election held in 1857, there were actually four candidates in Victoria: A. A. McLaughlin (Liberal) of Mariposa, Samuel Davidson (Liberal) of Mariposa, Robert Lang of Lindsay and John Cameron (Conservative) a Toronto banker. The latter was elected.

In 1861 James W. Dunsford (Liberal) of Verulam defeated John Cameron. Dunsford was again successful in 1863, when his opponent was the Hon. Sydney Smith (Conservative) of Cobourg.

Circumstances Leading to Confederation

It had become fairly clear by this time that the legislative union of provinces established in 1840 could not last much longer. It was evident that the affairs of two peoples differing so widely could not be efficiently managed by one set of ministers and a single legislature. The bond was too rigid to be natural.

At last in 1864 the machinery of the Constitution came to a deadlock. Four ministries had been overturned in the course of three years. Neither party could secure more than a nominal and quite unreliable majority of one or two votes.

The leaders from both provinces had too much sense to demand absolute separation. Union was imperative not only to give sufficient force for the development of the country, but also to consolidate the country against dangers from without.

A new kind of union therefore had somehow to be created. In 1850, the Ontario Liberal leader, George Brown, had asked the Assembly to declare for the formation of two or more local governments to which would be committed all matters of a sectional character, and the erection of some joint authority to dispose of the affairs common to all. The idea was rejected then but its time was to come. In 1864 Brown consented to join forces even with John A. Macdonald, to whom he was particularly opposed, to set up a federal system including the Maritime Provinces.

The Legislatures of Nova Scotia and New Brunswick as well as that of Upper and Lower Canada agreed to the scheme drawn up by their delegates and most willingly adopted at their request by the Imperial Parliament, and so on July 1 1867 the Dominion of Canada came into being.

Basis of Confederation

The statutory authority for this union was the British North

America Act. For the Dominion as a whole the government was to consist of a governor-general, a senate of 72 appointed senators and an elective House of Commons in which Quebec was to be represented by 65 members and the other provinces according to population on a relative basis. The dominant party in the House of Commons was to select certain of its members, subject to the nominal approval of the governor general to act as a cabinet or privy council and to minister to the various departments of the civil service. The legislative powers of the federal government embraced among other things the postal service the census regulation of trade and commerce, customs duties militia and defence navigation railways currency banks negotiable paper patents copyrights, indian affairs bankruptcy and criminal law.

The four provinces Ontario (formerly Upper Canada) Quebec (formerly Lower Canada) New Brunswick and Nova Scotia each had separate provincial governments for the administration of local affairs in Ontario this government consisted of a lieutenant-governor and an elective legislative assembly of 82 members The jurisdiction of the provincial government included education public lands and timber municipal institutions the solemnization of marriage liquor licenses and prisons and hospitals in and for the province

Victoria County Federal Politics.

By this same Act Victoria County was divided into two ridings South Victoria, consisting of the townships of Ops Mariposa Eldy and Verulam and the town of Lindsay and North Victoria, consisting of all the townships lying to the north

From 1867 to 1874 the Dominion government was dominated by the Liberal Conservative party under the Rt. Hon. John A. Macdonald Victoria county was however in the opposition for part of this time In the election of 1867 John Merrick (Liberal) of Woodville defeated John Cameron (Conservative) of Toronto in North Victoria and in South Victoria George Kempt (Liberal) of Lindsay defeated Hector Cameron Q C (Conservative) of Toronto

The next election in 1872 saw a complete turn-over in North Victoria Joseph Staples (Conservative) of Bexley defeated the former member and in South Victoria George Dormer (Conservative) a Lindsay barrister defeated John McLennan a merchant of the same town.

In 1873 it was proven that the Canadian Pacific Railway that recently incorporated had made very large cash contributions to the Conservative election campaign funds This disclosure wrecked the party for the time being in the election which followed a Liberal government under the Hon. Alexander Mackenzie was returned with a large majority Victoria stayed Conservative however In the north riding Hector Cameron Q C (Conservative) won out from James McLennan Q C (Liberal) and in the south riding Arthur McQuade (Conservative) of Emily vanquished John McLennan (Liberal) of Lindsay

Under the Mackenzie administration voting by ballot was introduced in 1874 the Supreme Court of Canada was established in 1875 and the Scott Act was passed in 1878

On September 17 1878 the Conservatives under Macdonald were returned to power on the strength of their National Policy of high customs duties to protect home industries In Victoria county the same members Hector Cameron and Arthur McQuade were returned Their opponents were James McLennan and John Connolly respectively

The Conservatives now remained in power until 1893 The opposition was led by the Hon Edward Blake from 1883 to 1887 and from 1887 to 1896 by the Hon Wilfrid Laurier

In June 1882 Hector Cameron was again elected for North Victoria with a majority of 230 over George Keith (Liberal) and John R Dundas (Conservative) had a majority of 61 in South Victoria over William Needler

The next election in February 1887 saw a change Cameron had been found guilty of bonding and had been denounced in the previous parliament by members of his own party There was therefore little surprise when he was routed in North Victoria by John A Barron of Lindsay in South Victoria Adam Hudspeth Q. C., (Conservative) of Lindsay won a majority of 47 over William Lowarbrough a Mariposa farmer Hudspeth was unseated but was re-elected by a majority of 24

March 5 1891 was the next day of contest On this occasion John A Barron (Liberal) had a majority of 244 over Sam Hughes (Conservative) In North Victoria and Charles W Fairbairn (Conservative) received a majority of 14 over Thos Walters (Liberal) in South Victoria Both of the members elect were unseated While Fairbairn, however, was re-elected by 228 majority, Barron lost to Hughes by a majority of 239

Sir John A Macdonald died in 1891 and the Conservative party ran into troubled waters under his successors, Abbot, Thompson and Tupper Finally in 1896 the Liberals under Sir Wilfrid Laurier swept the country and set up an administration that was to last until 1911

At this time George McHugh (Liberal) carried South Victoria with a majority of 62 over Dr A E Vrooman (Conservative). In North Victoria however Sam Hughes (Conservative) was again elected with a majority of 251 over R J McLaughlin (Liberal)

The county turned entirely blue again in 1900 Dr. Vrooman was then elected with a majority of 216 over his old antagonist, George McHugh and Sam Hughes appeared again for North Victoria with a majority of 106 over Dr John McKay at Wandrille

A Representation Act passed in 1903 abolished the old political ridings and constituted a single new riding consisting of all of Victoria and Haliburton The member for the riding from that time down to the present has been Sir Sam Hughes He has defeated R J McLaughlin K C of Lindsay in 1904, Dr Archibald Wilson of Fenelon

Falls in 1908 James R Reid of Lindsay in 1911, and George D Isaac of Keswick in 1917.

In 1911 a Conservative government under Sir Robert Borden came into power and Sir Sam Hughes was made Minister of Militia and Defence. In 1917 a Coalition government was formed for the duration of the war in order to guarantee certain war measures. Since the close of the war control has passed into the hands of the National Liberal and Conservative Party under the Rt Hon Arthur Meighen

Victoria County Provincial Politics.

The first provincial government was formed on coalition lines in 1867 by John Sandfield Macdonald. In the north riding of Victoria A P Cockburn (Liberal) a Kirkfield lumberman had defeated Joseph Staples (Conservative) of Bexley and in South Victoria Thomas Matchett (Conservative) of Omemee had been elected by acclamation

In 1871, the province was swept by a reorganized Liberal party which held power from 1871 to 1905 and on the whole worthily. Under Sir Oliver Mowat premier from 1872 to 1896, the government though strongly partisan was thrifty and honest. Mowat won his greatest fame by vindicating provincial rights against the presumptions of the federal government especially in the cases of the boundary between Ontario and Manitoba and of the control of streams and crown lands

The election of 1871 returned Duncan McRae (Conservative) at Bobcaygeon for North Victoria and F C Wood (Liberal) then county clerk and treasurer for South Victoria. Their defeated opponents were Dalton Ulyatt a Fenelon Falls lumberman and Thomas Matchett the late member respectively

In 1875 McRae first lost to J D Smith (Liberal) of Fenelon Falls. The latter withdrew on the filing of a petition and McRae was put in as Dr Grant (Liberal) of Woodville. The south riding returned S C Wood (Liberal) over Wm Cottingham (Conservative) of Omemee in the following year. Wood was made provincial Treasurer and in the bye-election necessary to confirm this cabinet appointment defeated Adam Hudspeth a Lindsay barrister

The election of 1874 brought in S S Peck (Liberal) of Minden stipendiary magistrate for Haliburton county, as member for North Victoria his opponent was John Fell at Somerville township in South Victoria the Hon S C Wood maintained his position against W L Russell (Conservative) of Lindsay then Warden of the county Wood retired from political life in December 1882

In 1883 John Fell (Conservative) defeated S S Peck in North Victoria and D J McIntyre (Liberal) at Lindsay won from C W Fairbairn (Conservative) in South Victoria.

During the next session McIntyre tried to make his position permanently certain by having the ridings gerrymandered into East Victoria and West Victoria and including in the latter the Liberal

townships of Ops Mariposa Eldon Carden, and Dalton His scheme met with poetic justice in the election of 1848 The Liberal majority in Mariposa for instance dropped from 440 to 6 and worse things happened in the other townships John Cruess (Conservative) was elected, and McIntyre withdrew permanently from political life in East Victoria John Fell was returned with an increased majority The ridings remained as reconstituted until 1916, when they again became North and South Victoria as of old. The blow to Liberal prestige was permanent for during the 35 years since the gerrymander only one Liberal has been elected by this county to the provincial house

In June 1858 John Fell (Conservative) was sustained in East Victoria but John Cruess was vanquished by Dr John McKay (Liberal) of Woodville

In 1894 the Patrons of Industry a farmers' political organization placed John Campbell in the field in West Victoria (where Dr McKay was running for the Liberals and Robert Bryans for the Conservatives) and William Thurston in the field in East Victoria against J H Carnegie (Conservative) In West Victoria, Campbell lost his deposit and McKay had a majority of 479 over Bryans. East Victoria gave Carnegie a majority of 273 over Thurston In the province as a whole the Patrons of Industry elected 11 members out of a total of 93 The movement suffered from its leaders refusal to broaden out and came to an abrupt end

Samuel J Fox (Conservative) of Ops defeated Dr McKay in West Victoria in 1898 and held his own against Newton Steele in 1902 and against Thomas Stewart in 1905 John H Carnegie (Conservative) had like success in East Victoria, his adversaries being John Austin in 1898 L F Heyd in 1902 and John Austin again in 1905

Meanwhile under Mowat a succession of the barnacles that always attach to a party long in power became conspicuous and in January 1905 the Conservatives under James P Whitney came into power with a majority of forty members. After the death of Whitney the Hon Wm H Hearst became party leader in 1914

In the election of 1908, Samuel Fox (Conservative) won from Thomas Stewart of Lindsay by 96 votes in West Victoria, and in East Victoria J H. Carnegie was elected by acclamation Before the next election Carnegie had retired from politics and Fox had died (July 4 1911)

Dr A E Vrooman (Conservative) carried West Victoria in 1911 with a majority of 164 over C N Weeks (Liberal) Dr R M Mason (Conservative) of Fenelon Falls was returned by acclamation for East Victoria

In 1914 the ridings once more became North Victoria and South Victoria Dr R M Mason (Conservative) vanquished Thomas Hodgson (Liberal) by 448 votes in the former constituency, while John Carew (Conservative) won out from A M Fulton (Liberal) in the latter by a majority of 545.

In October 1919 a new agrarian party, the United Farmers of Ontario assumed control of Ontario politics In South Victoria Frederick G Sandy (U F O) had a majority of 1349 over Dr John W Wood (Conservative) and in North Victoria the Rev Edgar Watson (U F O) of Fenelon Falls defeated Dr Mason (Conservative) the late member, by 313 votes

Senators From Victoria.

In the Dominion Senate formed at Confederation Victoria county was represented by the Hon. John Simpson father of Dr J Simpson of Lindsay Senator Simpson had previously been elected twice to the Legislative Council of Canada from Newcastle District and when the Senate was constituted in 1867 he was appointed as one of the charter members. He died soon afterwards however and Victoria was without representation in the Upper House until February 1892 when John Dobson of Lindsay was appointed George McHugh of Lindsay joined him in the Senate in 1891 Senator Dobson died in 1907, but Senator McHugh is still active

Chapter XII.

A Schoolhouse Revolution

It is impossible to understand the development of schools in Victoria County without some knowledge of the evolution of the school system of Ontario as a whole. A brief history of education in Ontario therefore follows as an introduction to the record of our county schools. For the convenience however of those who are not interested in systems and developments this chapter has been divided into two parts (A) and (B). By skipping the general history in (A), one may pass directly to the more intimate annals of the county's schools in (B).

(A) General History of Education in Ontario.

It may well be pointed out here that the educational system of Ontario is divided into three stages: elementary or Public Schools, secondary schools and universities each with definite limits and distinct functions. As only elementary and secondary schools have grown up to this county the history of the universities will be passed over lightly.

Administration of School System

The past administration of the educational system of Ontario falls into two main periods a bureaucratic period from 1823 to 1875 and a period of administration by responsible ministers, from 1876 down to the present.

In 1823 a General Board of Education for Upper Canada was established with the Rev Dr John Strachan as Chairman. This Board was too busy with clerical plotting to accomplish much for the benefit of the province, and ultimately disappeared.

On October 19 1844, Sir Charles Metcalfe appointed the Rev Egerton Ryerson as Assistant (and later Chief) Superintendent of Education for Upper Canada. An Act in 1846 provided for a General Board of Education (consisting of Ryerson and six other members appointed by the governor-general) and a Council of Public Instruction to look after the Normal School. These two bodies were amalgamated in 1850 as the Council of Public Instruction. Ryerson was the real administrator of education in the province until 1875, when he resigned.

In 1876, responsible paternalism ended and a Department of Education with the Hon. Adam Crooks as responsible Minister was formed. Subsequent Ministers of Education have been the Hon G. W. Ross (1883-1899) the Hon. Richard Harcourt (1899-1904)

the Hon Dr R A Pyne (1906 1918) the Hon Dr Cody (1918-1919) and the Hon R H Grant (appointed 1919)

In the reconstruction of 1870 the Council of Public Instruction was replaced by a Committee of the Executive Council which really functioned as a Central Committee of Examiners consisting of Professor George Paxton Young of Toronto University (as Chairman) the three High School Inspectors (J A McLellan J M Buchan and S A Marling) and four Public School Inspectors (J C Glashan J J Tilley G W Ross and J L Hughes) The Central Committee of Examiners was succeeded in 1890 by a Joint Board of eight members half of whom were appointed by the University of Toronto and half by the Department of Education In 1894 this Joint Board became the Educational Council consisting of nine university representatives one High School representative and one representative of the Public School Inspectors The Conservative government of 1905 changed this body into an Advisory Council of Education comprising twenty members who represented all branches of the educational service In 1876 as the new Minister was a physician and not an educationalist the old office of Superintendent of Education was revived and John Seath B A the Junior High School Inspector was appointed to the office Seath was virtual dictator in the Department until his death in 1915 The Advisory Council was abolished in 1916 and no similar body created No successor to Seath has as yet been appointed

Public School System Develops

The beginnings of our present elementary school system are to be found in a Parish or Common Schools Act passed in 1816 by the Assembly of Upper Canada By this Act the people of any village township or township might establish a Common School by holding a school house furnishing at least twenty pupils and electing three trustees At the same time a District Board of Education of five members was appointed in each District by the governor for the purpose of superintending the Common Schools distributing the annual government grant among the teachers and making an annual report to the governor There was to be a permanent yearly grant to each District of $1000 for salaries and $600 for books the balance of the cost of school maintenances had to be made up by local subscription

No advance on this legislation was made for over a quarter of a century Strachan who dominated the situation did not believe in education except for the sons of the Family Compact Aristocracy The school houses were log shacks without blackboards maps or adequate text-books Salaries were so small that hovels often could hire only common idlers impecunious vagabonds or disabled and ignorant veterans In 1841 there were 800 Common Schools in the provinces serving about one to eighteen of the population No one teacher to ten was fully qualified There was no official supervision and no way of enforcing improvements Worst of all few people had

any interest in education or any appreciation of its worth

With the union of the provinces in 1841 a great change began The Municipal Act of that same year supplied local machinery working in harmony with a central government. School Acts were passed in 1841 and 1843 but were poorly drafted and did not work well. In 1844, the Rev Egerton Ryerson, head of Victoria University Cobourg was appointed Superintendent of Education for Upper Canada. After a year of foreign travel and investigation Ryerson prepared the Common School Act of 1846 His aim was to supply training for the unqualified teachers of the province and then through the leverage of the government grant to compel Districts and school sections to employ qualified teachers to pay more adequate salaries to use authorized text books and to provide proper buildings and equipment. The Act therefore provided for a Normal School and a Model School situated in Toronto at which teachers could receive technical training and for a Superintendent of Schools in each Municipal District, who should examine every school at least once a year and report on its eligibility for the government grant.

The Normal School was opened in 1847 under the principalship of Thomas Jaffray Robertson Up until 1871 teachers certificates valid only in the county where granted were issued by County Boards of Education The Normal School began to issue general certificates in 1853 At last in 1871 it was enacted that only the Normal School could grant first and second class certificates and that all but County Boards could bestow was a three year third class certificate to those who had passed a definite Departmental examination A tremendous change had thus been brought about. In 1844 Ryerson had found all schools taught by teachers without certificates and without professional training By 1875 every teacher in the province was certificated under Governmental examinations and a great many of them had been trained at Normal School This end had not however been attained without many pitched battles with the friends of incompetent teachers and with trustees who wanted cheap teachers regardless of qualifications Additional Normal Schools have since been established at Ottawa in 1875 at London in 1900 at Hamilton Stratford and Peterborough in 1908 and at North Bay in 1909 A system of County Model Schools was set up in 1877 but had practically disappeared by 1907

In 1850 Ryerson passed a second Common School Act which has often been called "The Charter of the Ontario School System." This Act permitted the levying of school taxes on all property and not simply on the parents of school-children as had been done before and the admission of all children free of charge This ran sectarian schools practically out of business, for the denominational school even though partially parasitic on government aid was unable to compete with the free school The Act was thus a death blow to the efforts of busy clergymen to get education into their own hands and to train up the youth of the country in an atmosphere of religious The Act also made Trustee Boards corporate bodies with

full power to levy taxes and to manage schools, subject to govern-mental regulations

By another Act passed in 1871 the principle of free schools and general taxation for school purposes made permissable in 1865 became compulsory As a natural corollary, attendance became compulsory as well for all children between the ages of eight and fourteen. Common Schools were renamed Public Schools. County inspectors of Public Schools who had to be qualified teachers with long and successful teaching experience, were appointed. Teachers were to make small payments towards a superannuation fund. This meagre vital scheme had been set going on an optional basis by Ryerson in 1854 It was abolished by the Mowat government in 1885 and was revived again April 1 1917 All considerations teachers are now giving it their full support.

During the past fifty years, while no great change has been made in the administration of the Public School System many changes have been gradually worked into the curriculum.

Kindergartens were begun in 1883 and officially recognized by 1885 Since 1914, this work has received fresh impetus with the formation of a new Public School department known as the Kindergarten Primary

The study of Agriculture was mooted as early as 1871 but nothing effective was done until 1907 when a system was worked out whereby graduates of the Ontario Agricultural College were appointed as County Agricultural Representatives and included school instruction in agriculture among their duties In 1913 such instruction was being carried on in 1020 Public and Separate Schools

Domestic Science for girls and Manual Training for boys were introduced in 1890 the former by a Mrs Hoodless and the latter by Wm McDonald of Montreal assisted by A M Leake. In 1918 Domestic Science was being taught in 85 centres and Manual Training in 93 centres

A system of Continuation Classes was originated in 1896 whereby pupils could receive, while still in Public School advanced instruction similar to that of junior High School classes In 1918 there were 127 of these Continuation Classes with an enrolment of 5104 pupils

Development of Secondary Schools.

The antecedents of our High School system go farther back into the past than do those of our elementary schools In 1798 some 549 217 acres of land were set aside to support free Grammar Schools and a University An Act passed in 1807 made an annual grant of £200 to one Grammer School in each of the eight municipal Districts then established These Grammar Schools were supposed to be classical seminaries after the model of the great English Public Schools in practice they were taught and controlled by Anglican clergymen and reserved for the children of the Family Compact oligarchy

So incompetent did these schools become that in 1823 a Select

Committee on Education appointed by the Assembly recommended their abolition. They were however maintained by the influence of the Compact and in 1828 their revenue and management was placed under the Council of King's College as Anglican University whose charter had been secured in 1828 by Dr Strachan.

No record of Grammar Schools was given Ryerson on his appointment as Superintendent in 1844. He succeeded however in having investigation made. It was found that in 1843 forty Grammar Schools had only eight matriculants altogether. Most of them were doing Common School work and getting paid partly.

A Grammar School Act which became law on January 1 1854 made secondary schools part of the provincial system. Grammar School Trustee Boards with power to levy rates were to be appointed by County Councils. Legislative grants, though generous were to be made only when balanced by local taxation. Strict supervision was to be conducted by Grammar School Inspectors appointed by the Council of Public Instruction.

Four years later Ryerson founded a Model Grammar School at Toronto for the professional training of Grammar School teachers. This school was closed in 1863 and all such instruction given in the Normal Schools until 1864 when Training Institutes were set up in connection with the Collegiate Institutes at Hamilton and Kingston. In 1871 the Training Institutes were replaced by the Ontario School of Pedagogy, established at Toronto with James A. McLellan as principal. In 1890 this was affiliated with Hamilton Collegiate Institute and the Ontario Normal College. In 1907 Faculties of Education at Toronto University and Queen's University took up the work. And in 1928 these Faculties of Education were centralized at Toronto as the Ontario College of Education.

Ryerson drafted a second Grammar School Act in 1865. It was now necessary for headmasters of Grammar Schools to be graduates at universities in the British dominions. Both the Grammar School trustees were to be appointed by the council of the town or village where the school was situated. And the government grant was based on the number of pupils studying Latin or Greek. As a result almost all the students in each locality, boys and girls, fit and unfit, were thrust into the Grammar School and set at Latin so as to secure a large government grant. The result was widespread demoralisation of the school system.

George Paxton Young, one of the Grammar School Inspectors, diagnosed the case and prescribed the remedy in a High Schools Act which was passed in 1871. By this Act, the term "Grammar School" was abolished and the name "High School" borrowed from the United States) was substituted. The classical obsession of the past were disregarded and provision made for training in advanced English, natural science, and commercial subjects. Languages became optional only. A departmental examination was also prescribed for all seeking admittance to High Schools. This examination, which still persists was superlatively sensible in that all shot out all until

pupils and gave the High Schools a distinct status in the educational system. Considerable agitation against the Entrance examinations has been carried on in recent years but such efforts have been confined to doctrinaires, politicians incompetent Public School teachers, and the zealous parents of stupid or lazy children in cities like Toronto where Public School staffs are comparatively permanent and rejection is incessant promotion to High Schools on teachers' recommendations is perhaps feasible, but outside of urban centres, the abolition of the Entrance Examinations would seem demoralize our secondary schools.

The Act of 1871 also made provision for a superior class of High School to be known as Collegiate Institutes. The chief differences from High Schools lay in a higher standard of equipment and in specialist qualifications for teachers at the head of departments. Gradually the Collegiate Institute, which is now the only one known in Ontario was the way in which the Universities and Normal Schools dominated and encroached upon the High Schools.

The earliest universities in the province were King's College (chartered 1828) Queen's College (chartered 1838) and Victoria College (chartered 1841). Many other colleges followed in the course of time but all except three (Queen's, McMaster and Western) have been affiliated with Toronto University under a federation scheme worked out in 1887.

For half a century the courses of study in our High Schools have been almost wholly determined by the requirements laid down by the universities for matriculation into courses towards the professions and by the departmental requirements for entrance into Normal Schools and the teaching profession. No provision was made to meet the real needs of the great number of students who did not go beyond High School. For girls especially, the usual consummation of whose career is homemaking and not the sterility of a profession, such a system was almost criminal in its insistence on useless subjects and its omission of training for domesticity.

Another weakness in provincial education was the way in which a bureaucratic Education Department, in its passion for uniformity regardless of local needs, heap promulgating an everlasting series of elaborately detailed syllabi for the guidance of teachers of all grades down to the most obscure and trivial detail. The Department soul was apparently loath to credit any teacher with the administrative intelligence of an anthropoid ape.

A transformation was foreshadowed by the appointment in 1920 of a representative Committee to examine the secondary school system of Ontario and report on necessary or desirable changes in organization.

The report of this Committee is to take effect in September 1921 and will inaugurate many drastic changes. The secondary schools will now provide a three-year course consisting of a Lower School course of two years a Middle School course of two years, and an Upper

School course of one year. The study of English is compulsory throughout every year and the study of Canadian History and Civics, Physiography, Algebra and Geometry each obligatory in the Lower School for one year only. All other subjects are optional but at least three and not more than five are to be taken each year. Options are to be decided by the Principal and each by the student. Provision is made for the study of Agriculture Household Science Manual Training or Technical subject whatsoever which the Principal and School Board may decide is desirable in the locality. Pupils who do not wish to go beyond the High School may secure a Graduation Diploma by passing at 12 subjects at least 6 of which are in the Middle School, in all examinations pupils will be credited with every paper on which they obtain 50%. The changes in the system are far reaching and will require at least two years for proper assimilation by our schools.

Further drastic changes affecting both Public and High Schools, will be made by a recent Adolescent School Attendance Act, which is supposed to take effect this September more particularly in urban centres. This measure is modelled after the Fisher Bill in England and provides that every adolescent between 14 and 16 years of age, with certain qualified exceptions, must attend school full time each year. Moreover those between 16 and 18 who have not put in full time up to the age of 18 must take part time instruction of at least 320 hours each year it will be vital in the operation of this scheme that such extra training shall be progressive for practical life and not a mere grind in an academic treadmill. Special provision must also be made for the very bright child and the very dull child. In most Public Schools at the present day a dreadful crime is being committed against very intelligent children by holding them back to the pace of the average child and keeping them for the full term of the year at an unreasonable number of class subdivisions. On the other hand most backward students have actual physical or mental defects or deficiencies and require individual examination and special instruction.

Libraries and Technical Education.

Public libraries and industrial training are also integral parts of Ontario educational system.

As early as 1835 we find the government giving grants to Mechanics' Institutes at Toronto and Kingston. These institutes aimed at providing class instruction adapted to the wants and circumstances of workingmen and at furnishing a reading room as supplementary to such instruction. In 1851 an Act was passed for the better management of Mechanics' Institutes and Library Associations, and in 1857 a Board of Arts and Manufacturers was incorporated to promote their growth. In 1858, after Confederation the Board of Arts and Manufacturers was abolished and the Mechanics' Institutes placed under the Department of the Commissioner of Agriculture for Ontario. Provision was made in 1872 for a grant annual inspection

of Mechanics Institutes by County School Inspectors, and in 1880 they were placed under the Minister of Education and incorporated into the provincial educational system. A Free Libraries Act, passed in 1882, then permitted Mechanics' institutes to become free libraries supported by a maximum tax of half a mill levied on the municipality. And in 1895 the official name was changed to "Public Library." Great financial assistance was given to most of the provincial libraries by the late Andrew Carnegie the Scotch American millionaire Some-philanthropy control however has remained vested in the Education Department. An important revision of the Public Libraries Act in 1920 granted libraries the support of a municipal per capita tax of fifty cents.

The industrial class instruction of the old Mechanics' Institutes has largely disappeared from the modern Public Library and has been otherwise provided for. In 1909 a Technical and Art School was opened at Hamilton and in 1910 a large Technical High School began operations in Toronto. In the following year the Minister of Education established a sub-department known as the Department of Industrial and Technical Education with Dr. J. W. Merchant as Director. Great progress has since been made and to 1926 there were 12 industrial day schools with 177 teachers and 4790 pupils and 49 in dustrial night schools with 865 teachers and 2d h27 pupils.

(ii) Elementary Schools in Victoria.

Only a few primitive schools grew up in Victoria county in the first regulated period prior to Ryerson's appointment as Provincial Superintendent of schools.

In Emily the first school was at Omemee. James Laidley and Captain Matthew Bandcock were early teachers. The first school in Ops was the modest school section No. 2 long known as the McNeety school. The first teacher here was Wm. P. McGrane, who came to from Cavan township to 1825. He taught at first in his own log house and then in a log school on the farm of Charles Cornell. The Walker school at the junction of the Mt. Horeb and Omemee roads was also very early. The teacher here was Thomas Kent. In Mariposa the first schools were at Oakwood and at Taylor's Corners in Eldon, the first teachers were Angus Ray in a house on the Thorah side at the town line, Lachlin Campbell, on Concession III and John Grogan on Concession VI. The first school in Verulam was taught by John Taylor in a log cabin on Pobcaygeon Island.

Under the Common School Act of 1843 Rev. Ellis Strahan of Peterborough was appointed Superintendent of Schools for the Colborne District, a position which he held till 1850. His salary was at first £25 per annum and was later raised to £50, a sum which was supposed to cover travelling expenses which far exceeded his stipend. Had he not possessed private means he could never have carried on as he did at a dead loss for seven years of unremitting toil. His report for 1844 records a great deficiency of school books due to the poverty or indifference of parents. A fair number of children could read

and write but neither grammar nor history was taught and geography was rare

Thomas Benson succeeded Bernham in 1851 at a salary of £120 per annum He resigned at the end of the year and his letter of resignation quoted hereinafter in part is an eloquent commentary on conditions at that time —"The first and most powerful motive which impels me to decline a reappointment to the office of superintendent of schools is the conviction that the amount of labour which the faithful discharge of its duties would entail upon the incumbent is more than any one person could possibly endure The distances which must be travelled ever to complete one visit to each school section in this county would appear totally incredible to anyone who had not taken some pains to reckon up the numerous journeys it occasions, one visit could not be easily accomplished in a quarter of the year at an average rate of travelling of twenty miles a day This rate considering the state of most of the roads and the time which must be spent in properly examining a school is greater than could possibly be maintained for a whole year The upwards of six hundred communications have been received and nearly five hundred despatched The operation of a law but newly introduced entailed upon me the preparation of opinions and decisions which not infrequently required days of careful research and much labor in furnishing so meagre a reply (All this having to be done personally and in my own leisure time is devoted to some of the best paid offices in the country I find that my health is not equal to the task this office imposes Frequent eight journeys and charge of quarters brought on a fit of illness which kept me from the performance of my duties for several weeks every attempt to resume my journeys bringing on a relapse. Moreover, my personal expenses for the year including travelling expenses repairs postage and loss in value of a horse even down have amounted to about seventy pounds leaving only sixty pounds as compensation for services which occupied the whole of my time to the exclusion of all other sources of income

Benson whose son was later Judge Benson, of Port Hope was one of the outstanding Canadians of his generation He was killed in the great railroad disaster at the Desjardines Canal in 1857

After his retirement in 1852 a system of Local or Township Superintendents was set up By 1857 nine men (five in Victoria county and four in Peterborough) were carrying out the duties which he had borne alone.

In 1857 Local Superintendents in Victoria were as follows —Rev Wm Arthur Omemee supervising Emily with 14 schools A Learmonth, Lindsay supervising Ops with 10 schools W H McLaerhlie, Oakwood supervising Manvers with 10 schools Peter H Clark M D Woodville supervising Eldon with 6 schools Roy Daniel Wright, Bobcaygeon Falls supervising Fenelon Verulam, Somerville, and Bexley with 10 schools Some 4022 children were attending

school, of whom 2177 were boys and 1845 girls. Of the 47 schoolhouses 35 were log, 11 frame and 1 brick. Some 36 schools were free; and 10 partly free. All the teachers held qualifying certificates. The average length of the school term was 11 months 26 days. There had been 423 visits made during the year chiefly by trustees and clergymen. No common school in the county was teaching Canadian history but 12 were giving instruction in algebra and 7 in geometry.

In Lindsay the first school had been begun about 1841 in a frame building which still stands at 28 Wellington Street. It was used as a school during the week and as a Methodist church on Sundays. In 1852 a frame school was built on the northwest corner of Kent and Albert streets.

Four years later Roman Catholic Separate School classes were begun by John O Donnell in the log church on the southwest corner of Lindsay and Russell streets. The attendance in 1857 was 114 and the teacher's salary £100. O Donnell's immediate successors were Michael O Neill (1854 66) John Murray (1866 67) John O Brien 1867 82 and John Sweeney (1882 94) In 1868 the present white brick building was erected on the same lot as the log church. At the present day there is a staff of three teachers with a registration of 164 boys Roman Catholic girls to the number of 166 are given instruction in St Joseph s Academy Lindsay

The former Common School building in Lindsay was replaced in 1863 by a red brick Union School building, demolished in July 1921. This mangled adaptation of a mediaeval abbey was built with six class rooms and projecting turrets on either side of the building outside for convenience in making additions. About 1870 the bricks on the west side were utilized by putting on a two room addition. No one was ever made of those on the east side for a pottery of building extra ward schools was entered upon instead. At the present day Lindsay has four splendid Public School buildings, all comparatively new. The Victoria School in the East Ward the King Albert School in the South Ward the Alexandra School in the North Ward and the Central School on the old site on the northwest corner of Kent and Albert streets. The registration in these schools last year was 1217 and the expenditure for maintenance $24 $27 29.

In the county as a whole the School Act of 1871 established two inspectorates East Victoria and West Victoria. The inspectors then appointed were J H Knight and Henry Reazin respectively. Their successors to more recent times have been G E Stevenson B A respectively

In 1877 there were 135 schools in the county, of which 53 were brick 41 frame and 41 log structures.

In 1920 there were only 103 rural schools but 74 were brick, 4 stone 25 frame and one of logs. The total value of rural school property and equipment in 1920 was $460 217 00, and the total expenditure on education for the year was $21 d 004.dt

The number of school children has however decreased rapidly in the rural Inspectorate of West Victoria during the past 37 years

while the number of householders has increased by 452, the number of children of school age has dropped from 6493 to 3479. The cause is obviously not migration to urban centres, but the voluntary limitation of families. As a result, many schools once prosperous are now obsolescent deserted. There are five schools in West Victoria whose average total attendance is only 20 pupils or 4 pupils to each teacher employed. Attempts have been made to improve the situation by consolidating school sections adjacent to Manotta and Woodville, but the movement has been defeated by the opposition of childless ratepayers. The consolidated school is, however a make-shift and not a remedy and would itself ultimately stand empty under continued race suicide.

The total value of all school property and equipment in the county today is $467,065.00 while the total expenditure on education in 1926 was $282,662.66.

Agricultural Instruction

The first instruction in agriculture in this county was given in 1907 in connection with the Lindsay Collegiate Institute by Francis H. Reed B.S.A., then newly appointed as County Agricultural Representative.

The present representative, Mr. A. A. Knight, has been holding courses in agriculture in connection with the Farmers' Clubs. He has also organized very successful school fairs in connection with the rural schools. In 1926 school fairs were held at Bobcaygeon, Ennismore, River Cambray, Dairymple, Downeyville, Dunsford, Fenelon Falls, Kirkfield, Little Bellair, Oakwood, Omemee, Reabore and Woodville. In all, there were 2675 children and 1760 adults at these fairs. Entries of cooking, poultry, sewing, fruits, grains, and vegetables totalled 3779. Competitive garden plots, planted and tended by the children, exceeded 2000 in number. These fairs excite great interest and are undoubtedly a very effective form of instruction.

Secondary Education in Victoria.

No secondary schools appeared in this county until after the Grammar School Act of 1853. The Lindsay Grammar School was thus established in 1854, the Omemee Grammar School in 1858, and the Oakwood Grammar School in 1869.

It may be convenient to treat of these schools in the reverse order.

The first teacher of the Oakwood Grammar School was George Murray, B.A. of Oxford University, who was later known as one of Canada's most distinguished classicists. The school was at first largely and maintained by the school section alone, but later obtained support from the township of Mariposa. It had a long career of exemplary usefulness and turned out hundreds of successful graduates, among such as Dr. Wylie, M.P.P., George Thomas, Dr. Broad, Dr. Whiteside, J. L. Whiteside, H. J. Lytle, Judge McIntyre, Rev.

Thomas Brown Rev J Hubbell, Rev C V Lake Rev Isaac Weldon, Rev S J Cunnings Donald Anderson. Frederick Sharpe and many others. So important was Oakwood as a school centre that in 1887 some 45 students passed the Entrance there to 29 at Lindsay In 1885 an unedifying feud arose between the School Board and the Township Council, and the school was ultimately reassumated as a piece of municipal politics

The Omemee Grammar School was begun in 1858 in conjunction with the Common School The principal for nearly a quarter of a century was John Shaw M A. Perhaps the most distinguished graduate of the school has been Norman McKay, the famous missionary The school buildings were destroyed by fire on November 13 1884 and again on January 28 1904 but were rebuilt Of recent years the registration of pupils has stood at about 40

The Grammar School at Lindsay was established in 1854 When the first attempt to sketch the history of the school was made in 1893, it was found that incomplete minutes of the Board of Education dating back to 1857 indicated that the Grammar School had been in existence at least as early as 1855 The present author has since discovered by research in the Dominion Archives that a legislative grant of £100 was made to the Lindsay Grammar School in 1854

Classes were held in the Common School building a small frame structure on the corner of Albert and Kent streets The sole teacher was William Daunt whose wife had charge of all the Common School classes The total population of the village did not exceed 600 at this time

On February 5 1858, a new Union School building of red brick farther west in the same block was opened This edifice which was torn down in July 1921 was a mock mediaeval hybrid of monastery and barracks with the air of a shoddy castle badly run to seed Robert Hudspeth had become master of the Grammar School in 1851, while Frances Whaley and Joe A Clark had taken over the Common School classes Hudspeth's wife succeeded in 1856 by the Rev A Murray these but recently arrived from Scotland, and the latter in 1878 by Henry Keachi Keachi retired at the close of 1879 to become Public School Inspector for West Victoria Alfred M Lafferty, M A then became principal As the headmaster of the High School was then also head of Public Schools Lafferty asked for an assistant, and on meeting with a refusal, resigned His successor from 1872 to 1874 was Robert L. Dobson.

The following list of successful Entrance candidates from 1873 to 1878 may be of interest.—1873. R G Carmell John Woods Charles Reeves, Robert McDougall George Patrick James C Grace William Johnson 1874 George Bigelow Jas M Knowlson John Sutter, John McIntyre J C. Whyte James Watson, 1874 A Bryson Wm Fee, Hugh McLachlan W D Best 1875. Alex. Morrison R J. McLennan T Nugent Alex. Skinner R C Young N McMurchy, George Fowler, S J Mason 1877. A Freeman T Macauley W A

McLennan, R. M. Spier, Jas. Curtis & Malone.

In 1878 Thomas C. Patrick the first matriculant of the school passed into low school. By 1885, the number of matriculants had risen to 4; and there was an average of 8 for the three years 1884-86. In 1890, the school passed 24 pass matriculants and 14 honor matriculants in addition to securing 40 second class certificates and 7 first class certificates. Another promising record was that of 1918 when there were 22 first class certificates, 56 second class certificates, 49 third class certificates, 5 honor matriculants and 24 pass matriculants.

The school has also had a gratifying scholarship record, as follows:—1880 Roderick McLennan, Queen's scholarship in mathematics. 1881 R. S. Vanstone, third general proficiency scholarship, Toronto. 1885 W. F. Mills, Registrar scholarship, Queen's. 1888 Fred K. Heap, classical scholarship, Queen's. 1893 Jessie Brown, two Toronto scholarships in classics and general proficiency. 1897, E. J. Kylie, classical scholarship, Toronto. 1898, Mary Macdonell, proficiency scholarship. 1901, F. A. Jackson, scholarship in Latin, French and German. 1904, W. C. Way, scholarship in mathematics. Queen's. 1905, Henry Pelle, scholarship in mathematics, Queen's. 1910, Dorothy French, four different Toronto scholarships in Classics and Moderns. 1911, Leigh Cruess, scholarship in Mathematics, Queen's. 1913, J. M. Clark, scholarship in Mathematics, Physics and Chemistry. 1919, George Hargrave, first Edward Blake Scholarship in Classics and Mathematics, Toronto. 1918, Watson Kirkconnell, eight different Queen's scholarships in Mathematics, English and History, Moderns and general proficiency. 1921, John Lucas, scholarship in Mathematics, McMaster.

The attendance rose from 32 in 1877 to 135 in 1881, then dropped to 118 in 1885, and has since risen steadily to 287 in 1897 and to 374 in 1901. The number of teachers has grown from 4 in 1882 to 7 in 1902 and to 11 in 1921.

In 1880 W. E. Tilley, M.A., became principal. He was succeeded in 1884 by Wm. O'Connor, B.A. and he later in 1887 by J. C. Morrison, B.A. Mr. Morrison continued as principal until 1898. Associated with him during his incumbency were Messrs. R. H. Walker, F. P. McPherson, John Hood, E. A. Hardy, J. C. Corkery, J. H. Stilling, Geo. H. Cornish, W. H. Stevens, J. S. McLean, Luther Taylor and Chas. F. Mackie and Misses Addison, Staples, Eliza Fitzgerald, Sophia Marty, Alice Wilson and Julia Hilloch.

In 1888 a new school building was completed on the corner of Kent and Adelaide streets. This was a three storey structure of red brick on a foundation of white Bobcaygeon stone, 74 feet square. Its accommodation included 7 class rooms, an Assembly Hall, 40 feet by 72 1/2 feet, planned to seat 700, and a stage 20 feet by 25 feet. The architect was Wm. Dutton and the contractors Messrs. McNeely and Walters. The total cost was $27,963.

The new school was formally opened on January 22, 1889, by the Hon. G. W. Ross, then Minister of Education. It was now raised

from the alums of High School is that of Collegiate Institute

A cadet corps later registered with the Militia Department as No. 44 was organized December 23 1898 under the stimulus of the approaching Boer War The corps originally comprised only a limited number of the senior boys but was reorganized in 1910 as a cadet battalion including every boy in the school During the World War of 1914-18 some 2?4 members of the corps served in the Canadian Expeditionary Forces and 26 gave up their lives in the cause

On December 23 1898 a great Alumni Re union and Conversa zione was held and in 1905 a semi centennial celebration was staged

In 1908 T A Kirkconnell P A the present principal assumed control His associates since that time have been as follows —Science Howard Rosevear D A McKay Thos. Firth English J F Macdonald J Newman E W Jennings Classics J A Freeman R. A. Croskery E A Miller Chas. Owens, Arthur Hooper Walter Clark, P K Hambly Modern s Miss Allen Miss Teskey Miss M I Whyte Miss Gibson Miss Sriston Mrs Cameron Miss M Montgomery His tory Gordon Manning Alberi O Neill M Erh A Johnston Junior work L. Wheeldon M Rogers R A A McConnell F H Hiscoretle Miss K Meir Miss D Morley Miss Vanalstyne Miss Corkery Miss Shenk Miss E Davis Commerce G A Robertson G A Lucas

The growth in school population made necessary the building of a new wing consisting of four class rooms two private rooms for principal and male teachers respectively and a gymnasium 50 feet long by 42 feet wide This addition to the school was opened March 1 1910 by President Robert Falconer of Toronto University In 1921 accommodation has again become painfully inadequate

The chairmen of the Board of Education of Lindsay for the past 64 years have been as follows —1857 Rev J Hickie 1?58 G M Roche Esq 1859 67 Rev J Vicars, R A 1868 87 J Fisher Lennox, M A 1870 Adam Hudspeth Esq 1875 Lawrence Ma guire Esq 1876 85 Wm Grace, Esq 1886 90 Adam Hudspeth Q C, M P 1892 Hon John Dobson 1893 95 J R McNeil, Esq 1896-13 Thomas Stewart Esq 1913 15 J D Flavelle, Esq 1916 17 Alex Jackson Esq 1917 21 John W Anderson, Esq

Public Libraries in Victoria.

A magazine reading-room was launched in Lindsay in May 1860 and was supported by an annual fee of six dollars from each of 132 of the leading citizens It was located next to Thomas Scallie store in the present Dunlop and Flavelle block.

On January 16 1860 it was reorganized as a Mechanics In stitute under the librarianship of H A. Wallis over Dobson's store on the southeast corner of Kent and William streets In 1864 draw ing classes were held by A Reading a graduate of the Ontario School of Art. The Institute was opened as a Free Public Library March

23, 1920. Negotiations with Andrew Carnegie were entered into in 1902 with a view to financing the construction of a library building, and $15,500 was secured on the lowest guarantee of a minimum annual grant of $1250 for maintenance. A red brick structure in modern Greek style was opened to the public July 8, 1904. In 1920, the shelves contained 7901 volumes, the legislative grant was $251.48, and $2145.31 was spent on books and salaries.

There are also free public libraries at Little Britain and Oakwood with 3624 and 2177 volumes respectively, and association libraries at Manilla with 5055 volumes, at Fenelon Falls with 4827 volumes, at Bobcaygeon with 3456 volumes, at Kirkfield with 2513 volumes, at Cambray with 2230 volumes, at Omemee with 1714 volumes and at Kinmount with 1617 volumes.

Technical School Founded

In the autumn of 1919 an Industrial and Technical School was organized in Lindsay under the direction of T. A. Kirkconnell, B.A., LL.B., Principal of the Collegiate Institute. There was a registration of 230 pupils, to whom instruction was given by a staff of 14 teachers. The only fee was $2.00, refundable in all cases where 75% attendance had been made. All classes were held in the evening in the Central public school building. Tuition was given in Shop Mechanics, Drafting for Woodworkers and Ironworkers, English, Commercial Subjects, the Railroad Airbrake, and Sewing and Dress-making. The term lasted from November 1, 1919, to March 31, 1920; interest was sustained until the end. The most gratifying feature of the work was that the pupils registered were in the great majority of cases precisely those persons (clerks, artisans, mechanics, housekeepers, etc.) who might be expected to reap immediate benefit.

In November 1920 the Night School was reopened under the principalship of Thomas Firth, M.A. The subjects of Motor Mechanics, Millinery and Home Nursing were now added to the curriculum. The future possibilities of the school as a institution for the continual education of the adult community are very great indeed.

Present Needs of our Schools

In spite however of all the development of Victoria county's schools, already sketched, and in spite of heavy expenditure in the past and the present our school system is still far from perfect.

Perhaps the most pressing need at the times is a proper medical inspection of all school children. The system began in Belgium in 1874, has since been adopted in France, Germany, Austria, England, Japan, many of the United States, British Columbia, Manitoba, Saskatchewan and Alberta, and only found favor in the supposedly enlightened province of Ontario in 1919. The Department of Education then began to organize education and to assist in conducting medical surveys. In one case out of 2202 children examined, fewer than 100 were found to be without defects and of the great number of defec-

tires about 35% were curable by the simplest kind of a surgical operation. If the defects were not remedied, the children would in some cases be condemned to lives of comparative uselessness, while in all cases their powers would be impaired, their progress retarded, and the seeds of incurable disease perhaps planted. Another survey recently conducted this year in three townships in Lambton county found that out of 1286 pupils examined 82% were defective. Such instances could be multiplied by reference to other surveys.

Victoria county still remains in heathen darkness in this matter. In November 1920 the local Women's Institute sought to stir the school authorities up to action. The movement has, however, been blocked apparently through the hostility of the doctors, who should be the most enlightened sponsors of the project but who are perhaps unable to agree to co-operate because of local personality or professional temperament. It is to be hoped that the Women's Institute will continue to accept defeat for the need is urgent and neglect is a menace to the community.

Another necessary measure, affecting only the outside students in attendance at the Collegiate Institute is the ensuring of proper lodging and guardianship. A residence or hostel for the girls run at rent and headed by a responsible matron is very desirable, for protection is needed today from a pack of wolves whom the pleasure crowd out of boarding houses, too, should be supervised and efficiently but maternally and with only the students interests at heart.

In the larger public schools, we shall soon hope to see applied a new method of grading children according to intellectual capacity. A school of modern psychologists, beginning with Alfred Binet, a Frenchman in 1904, has worked out a remarkable system for measuring intelligence or the capacity of the mind, rather than the actual knowledge accumulated through study. The tests employed demonstrate the real difference in intelligence which all teachers know to exist between one child and another and solve many problems associated with relarded or prerorious children by enabling the teacher to assign them tasks commensurate with their actual ability. The actual utility of the results obtained have been vindicated for all time by wholesale experiments on the American army and the time is not far distant when our Ontario school system will recognize, measure, and accommodate the individual differences in intelligence between child and child.

Manual training for boys more particularly in the town schools is much needed. The aim of education is not the accumulation of stores of miscellaneous information which the adult gets from encyclopedias, dictionaries and other works of reference but the training of the mind to deal with life's problems when maturity is reached. The development through intrinsic training of a great variety of muscles, especially those of the hand, brings corresponding growth to the brain centres by which they are controlled. The rounded boy through his use of many implements and tools, has thus an immense advantage in actual brain development over the modern town boy. The only

practical remedy for this deficiency in the life of the town boy is to supply classes in manual training.

This need can be dalrimental to efficient train ng in the three Rs if it has been conclusively demonstrated by modern psychologists that in each subject there is a time limit within which the best results are secured and beyond which instruction is non-productive. For example half an hour a day on arithmetic and ten minutes on spelling have been found to give as good results with Public School pupils as one hour and a half on arithmetic and forty minutes on spelling. Obviously ample time can be spared for manual training.

For girls training in domestic sciences cannot be too strongly advocated. Our school system has been planned for boys and no provision has been made for girls. From the time that little girls of six or seven begin their primary work in the public schools until the day of their graduating from a university no class of any kind is as a rule provided that has any bearing on their ultimate paramount duty of home-making. Domestic science is a crying need in our Victoria county schools and government grants are so generous that the material cost would be insignificant.

The relationship of girls to higher education is an advanced form of this problem. Statisticians have secured data as to the families of all graduates from a number of leading women's colleges during the period 1850-1890. It has been found that the average graduate is represented in the next generation by 0.36 of a child. For every 5 possible mothers there are only 2 daughters in a century, every 100 of such women would be represented by 4 sickly great-granddaughters. If the entire population of Canada were to perpetuate itself at such a rate, it could, in three centuries, be housed comfortably in Penelon Falls or Bobcaygeon.

Something must be radically wrong with an educational system which has such appalling effects on womanhood. The scientific explanation is that the stress of advanced studies during the brain activities the energy which would normally go toward the maturing of the natural functions and so virtual sterility is brought about.

But a still wider accusation touches the wrong perspective of life which is given the higher student. She either strains over heavy male courses, designed to fit her for an independent position in a male civilization or else toys with easy trivialities. All too often as a result the essentials of existence are lost to her, her faculties are prevented from reaching normal maturity, she comes to regard motherhood as a clog on a wheel of intellectual interests or social indigestion, and all thought of racial responsibility and of racial morality is deadened. Our system of feminine higher education needs a drastic recasing before it will cease to be a menace to womanhood and the race.

Chapter XIII.

Military Annals of Victoria

The essence of the militia system is as old as Anglo Saxon history. The recognition that citizenship involves the responsibility of military service (as well as the establishment of laws for the enforcement of such service) is part and parcel of our racial inheritance. On careful retrospection we find that in Saxon England all freemen between the ages of 15 and 60 who were capable of bearing arms were bound under heavy penalties, to go forth at the king's summons to the "fyrd" or general levy. The levy of each shire took the field under the aldermen or military chief. Its service had a double aspect. As a civil force the levy was known as the "posse comitatus" which might be called on to arrest criminals and suppress riots. As a military force it was called out to defend the realm in civil war or against foreign foes.

This general levy was always difficult to raise and hard to keep together so that the Saxon kings depended much more, especially for foreign wars, on a well-armed, semi-permanent force of military dependents or thanes, to whom they granted land on the condition of military service. The Norman Conquest substituted for the thane hood a similar but much more rigidly feudal aristocracy of Norman war-lords. Norman feudalism petered out in the course of six centuries, and in 1666 Charles the Second abolished the obnoxious feudal levy and substituted a small standing army on the basis which still serves today.

The liability for all able-bodied men to serve in the general levy however still continued. The summons to serve would be issued in each case by the sheriff of the county in the form of a royal writ or "commission of array." By the end of the sixteenth century the practice had become established of selecting from parochial musters a convenient number of men for annual drill and intensive training. The command and control of these Trained Bands became one of the principal subjects of dispute between Charles the First and the Long Parliament, and in the protracted controversy the world militia first came into general use. By a Militia Act of 1662 the training of small county bands was discontinued and a system set up re-establishing the direct responsibility of all property-owners to give service or substitutes of men, horses and money in proportion to the value of their property. Amendments have been made to this Act from time to time, but its provisions summarize fairly well the an-

cient system, which, through various statutory phases, has persisted even to our own day.

Early Militia Organization in Canada.

When Canada passed under British control in 1763, her new rulers soon imposed the traditional militia system of their race. In the form of levy which was ultimately accepted for many years, all the able-bodied men of the country between 18 and 60 were organized into battalions of "sedentary militia." Every member of these battalions was supposed to provide himself with arms and ammunition. Officers were appointed by the Crown to command and discipline the respective units. Parades were held for two days in each year for drill and the inspection of arms.

The Militia were liable to service in time of war rebellion riot or invasion and could be kept mobilized for not more than six months. Quakers Mennonites and Tunkers paid an annual exemption fee of twenty shillings in peace time and ten pounds in war time.

No pay was issued to militiamen. On the contrary militia officers were actually mulcted certain fees on receiving their commissions. The scale of such deductions was as follows:—Lieut-Colonels, 30 shillings, Majors and Captains 20 shillings, Lieutenants Paymasters and Surgeons 15 shillings, Ensigns and Quartermasters 10 shillings. These fees were collected by the Officer Commanding and remitted to the public treasury.

Local Militia in 1828 and 1830

The first record to be found in the Archives of Ottawa of any militia organization affecting the townships now included in Victoria County is under the date of 1828. In that year the 2nd Regiment of Durham Militia commanded by Lt Col Robert Henry had Christopher Knowlson of Omemee as one of its majors and commissioned Wm Collingham James Laidley Samuel Cottingham John Knowlson, Francis Henderson and Wm. Fee among its lieutenants. This unit was called out in 1837 but took no part in the skirmishes of that stormy year.

In 1859 all laws relating to the organization and training of the Militia were reduced into one Act. Under this statute a general reconstruction of units took place. The land holders of O Reilly and Ops became the 4th Regiment of Durham Militia and those in Verulam Fenelon Eldon and Mariposa the 5th Regiment of Durham Militia.

The personnel of the regimental staffs was as follows —

4th Regiment of Durham Militia

O C —Lieut Colonel John Logie

2nd-in-Command—Charles Rollo

Captains—Edward Davidson Francis Henderson Wm Cotting ham Christopher Knowlson Jordan L Hughes Thomas Rea, Sr., Angus McDonald Jesse Purdy

Lieutenants—Samuel Cottingham, Cheeseman Mee, Alex Logie, Richard Hughes, Thomas Sowden, Isaac Rea, Gerald Patterson, Hascord Purdy, John Miller

Ensigns—Charles Hamilton Edward Davidson, Wm. John Logie, Richard Davidson George Henry Marmion, Roger McHugh, Terence Brady, Richard Shaw

5th Regiment of Durham Militia

O. C.—Lt. Col. A. S. Fraser

2nd in Command—Major Jas. Wallace

Captains—Thomas Need, John Langton, Robert Donaldson, Duncan Cameron, Jacob Hare, James Dunsford, Messom Boyd, Samuel Davidson, Hector McDonald, Gavin Hamilton

Lieutenants—George Taker, Hartley Dunsford, Ismel Ferguson, Geo Hamilton, Dandas, Edward Affleck, Benjamin Beresford, George Dunsford, Alexander Donaldson, Henry Thomas Wickham, Charles Hare

Ensigns—Morgan, Richard Jones, Alex. Ross, Robert Hamilton, Joseph Parker, Martin Dunsford

The two units mustered 695 and 522 (all ranks) respectively

Changes in 1847 and in 1851

In 1846 the Oregon Boundary dispute with the United States was made crucial by the mouthings of demagogues who clamored for "Fifty four forty or Fight." Under the lensity of this menace the Canadian government passed a new Militia Act and prepared to set its house in order in the event that hostilities should break out

The township of our present county became, in January 1847 part of a new organization. The militiamen of Emily, Verulam, and Somerville now constituted the 4th Battalion of Peterborough Militia these in Ops, Fenelon and Seeley the 5th Battalion of Peterborough Militia, and those in Mariposa and Eldon the 6th Battalion of Peterborough Militia. On the incorporation of Victoria County in 1851, these units became the 1st 2nd and 3rd Battalions respectively of Victoria Militia

Their staffs were as follows—

4th Peterborough (later 1st Victoria) Battalion

O. C.—Lt.-Col. Edward Davidson

2nd in Command—Major Francis Henderson

Captains—Wm. Cottingham, Christopher Klowsten, James Dunsford, Messom Boyd.

Lieutenants—Chas. Hamilton, Edward Davidson, Jr.

Ensigns—John Sandiran, Charles Hartley, Joseph Lee

5th Peterborough (later 2nd Victoria) Battalion

O. C.—Lt.-Col. A. S. Fraser

Captains—Alex. Logie, John Graham, Thomas Keenan, Wm. McDonell, Thomas Rea.

Lieutenants—Isaac Rea, Roger McHugh, G. M. Rocke, James

Graham, John Pyne

Ensigns—James Maloney, Martin Hogan, Charles Logie, G. D. Brock, Horatio Stephenson, Thomas Pyne, James Flanigan

34th Peterborough (Inter 3rd Victoria) Battalion

O. C.—Lt.-Col. Samuel Davidson

2nd-in-Command—Major Hector McDonald.

Jr. Major—Major Elridge R. Irish.

Captains—Andrew McPherson, William Webster, Wm. McCready, James McPherson, Israel Ferguson, John R. Lytle, W. Davidson, James Wensley, Donald Campbell, John Wylie, Matthew Emmerson.

Lieutenants—John Haight, Neil Smith, Edward Mather, Hugh McFadyen, Wm. Foster, Stephen Dunday, Alexander McLean, James Davidson, Henry McNeil, Duncan McFarlane, Alexander McFeggart.

Ensigns—John McLaughlin, Charles Ross, Patrick O'Brien, Robert Ewing, Wm. Stephenson, John Kingland, Joseph Ferrin, James Fowler, James Emmerson, Sidney McKenzie, Thomas Clark, Samuel Irwin.

Effects of the Trent Affair, 1861

The year 1861 brought a new war scare and consequent reactions in the defensive organization of Canada. The American Civil War was in progress. On November 8 an over-zealous Federal captain, Commodore Wilkes of the U. S. S. San Jacinto, stopped the British steamer Trent on the high seas and took off by force two Commissioners of the Confederate Government, who were on their way to London and Paris. British demanded reparations and an apology for this affront and for a time war involving Canada, of course as a British dependency, seemed imminent. The militia was put into a state of comparative readiness, while many volunteer infantry and rifle companies were raised and drilled. In Lindsay the Queen's Own Lindsay Rifles were organized on December 20, 1861. The officers were Captain John David Smith, Lieut. Adam Hindspath, and Ensign Robert Green. Fortunately however, the apprehended emergency had not to be faced. The wise diplomacy of the Prince Consort in England and of Lincoln in the United States healed the breach. The stimulus of danger passed. On August 18, 1865, the Queen's Own Rifles were officially disbanded.

A more permanent result of the Trent Affair came through the appointment in 1862 of a Royal Commission to consider a more effective reorganization of the militia. As a result of its deliberations there was created in 1863 a Militia Department, presided over by a cabinet minister. Provision was made for an active or volunteer militia force of 34,000 men, backed by a sedentary militia of first and second class service men and reserves. While many minor amendments to this system have been made from time to time the most important reconstruction was accomplished by a Militia Act introduced in 1904 by Sir Frederick Borden, then Minister of Militia. By this

Act Canada was divided into thirteen military districts each under a District Officer Commanding All male inhabitants between the ages of eighteen and sixty were to be liable for military service The first line of defense in time of war, as well as the training school of the nation in time of peace was to be the Active Militia with its authorized establishment and annual training The rest of the eligible classes of the population might be called out to serve in lines of emergency as was done with certain classes by the Military Service Act of 1917

The Fenian Raids Stimulate Enlistment

But let us return to the sixties After the Trent affair the real stimulus to defensive preparations came from the Fenian raids In 1865 the American branch of the Fenian Brotherhood (more recently reincarnated as the Sinn Fein) planned an invasion of Canada to avenge the failure of an uprising in Ireland On June 1 1866 a force of 1500 Fenians chiefly veterans of the Civil War crossed the Niagara River under the command of General John O Neil and reached Ridgeway by the following morning Here they inflicted a sharp defeat on a Canadian force of 850 men under Lt-Col A Booker Stronger contingents menaced them however and they withdrew to the American side

The immediate effect of this initial loss to the Canadians was the enthusiastic organization of defence forces throughout the whole country In Victoria county three independent infantry companies were formed at Lindsay Omemee and Bobcaygeon respectively

The Lindsay company was officered by Capt John D Smith Lieut Adam Hodgson and Ensign George Matthews The Omemee company was under Capt W H Cottingham Lieut J J English and Ensign Thos Stephenson The officers of the Bobcaygeon company were Capt H D Sheffield Lieut Gardiner Boyd and Ensign Lewis Farmer

While the Fenian menace lasted the companies drilled every evening and three afternoons a week They were however to have no share in active service for the Fenians first success was their only success and every subsequent foray became a fiasco

History of the 45th Regiment.

On November 16, 1866 the 45th "West Durham" Battalion of Infantry was organized with headquarters at Bowmanville and four companies in Bowmanville Orono Clarke Darlington and Newcastle respectively Its Commanding Officer was Lt-Col Frederic Cahill

The three independent companies in Lindsay Omemee and Bobcaygeon filled a unique berth Two new companies of the 45th Regiment were then organized No 5 in Omemee and No 6 in Lindsay The officers of the former company were Capt Wm Cottingham Lieut Jas English and Ensign Wm Bell and of the latter company Capt John Thirkell and Lieut Geo Rose

The succeeding years were to witness the gradual shifting northward of the 45th Regiment. In 1878 No 2 Company was established at Fenelon Falls instead of at Orono In 1884 Lt.-Col. Cobbit was succeeded in the command by Lt Col John Hughes and he in turn, on June 9 1887, by Lt Col Sam Hughes, M P

Under this new commander the headquarters of the unit were transferred from Bowmanville to Lindsay and its title altered to "The 45th Victoria Battalion of Infantry" By this reorganization No 1 company was at Cameron No 2 and 3 at Lindsay, No 4 at Omemee, No 5 at Janetville and No 8 at Woodville. In 1901 No 5 Company was shifted from Janetville to Fenelon Falls and the transformation from a Durham county unit to a Victoria county unit was complete Since that time the location of the companies has varied, but has always remained within the limits of Victoria county and the subsidiary county at Haliburton as the north in addition to the stations enumerated above Bobcaygeon, Little Britain Oakwood, Norland Tory Hill and Haliburton have also been company headquarters at one time or another In 1920 the unit was reorganized as the "45th Victoria and Haliburton Regiment"

Lt.-Col. Sam Hughes was succeeded on Jan 31, 1893, by Lt Col. Robert Sylvester Subsequent commanding officers have been Lt.-Col Fred Holmes Hopkins, appointed Sept 5, 1912, Lt.-Col. J J H. Fee, appointed October 14, 1914, and Lt Col R. B Anderson, appointed October 12, 1918

The Saskatchewan Rebellion, 1885

The militia of Victoria County have seen active service on three occasions, viz in the Saskatchewan or Second Riel Rebellion of 1885, in the Boer War and in the World War of 1914-18

The Saskatchewan Rebellion was the result of sheer stupidity on the part of the Canadian government The Northwest Territories had been taken over from the Hudson Bay Company in 1870, and the Canadian Pacific Railway had been begun in the early eighties The half-breeds or Metis along the Saskatchewan River asked that they be given a legal title to the land which they occupied The government admitted the justice and reasonableness of this request but with criminal inertia allowed the matter to go unheeded in spite of urgent solicitation by the North-West Council and others who saw the rising storm

At last the tempest broke The half-breeds found that constitutional agitation was hopeless and began open hostilities. On March 26th under Louis Riel, the outlawed leader of a similar rebellion in Manitoba in 1870, and Gabriel Dumont a resourceful half-breed, they defeated a detachment of Mounted Police at Duck Lake killing twelve and wounding twenty-five Two Indian chiefs Poundmaker and Big Bear, of note went on the war-path the former near Battle-

ford and the latter at Frog Lake and Fort Pitt, farther to the northwest

The actions at Ottawa now awoke at last and ordered the mobilization of a punitive force. Part of the contingent thus called out was a Midland Battalion of infantry consisting of two companies from the 45th Militia Regt. and one each from the 15th, 45th 47th 49th and 57th Regiments The Officer Commanding this unit was Lt.-Col. A. T Williams of Port Hope, the Senior Major was H R. Smith of Port Hope and the Junior Major Colonel Deacon of Lindsay

The personnel of the 45th detachment from Lindsay and the surrounding district was as follows —Major John Hughes, Capt J C Grace Lieut. George E Laidlaw Color-Sgt McMurchy Sergeants Christie and Hetton, Corporals McKee and Hall Privates Barton Bennett Brown Bunting Cheriton Crawford Fishley Fryer, Gregory Galt Gamble Galbraith Henry, Hepburn Higgins Irwin Jeffrey John Just Knyley Keegan Keelo Latimer Lee McDonald, Meares, Moyse Pratt, Porter, Savage, Skinner Smith K., Smith S., Turner, Veitch Williamson Wilson J., Wilson W., and Woods

On April 1 1885 these troops left Lindsay to report at Kingston. Five days later the Midland battalion, mustering 343 men and 34 officers entrained at Kingston for the scene of action The section of the C P R lying to the north of Lake Superior was not yet complete and on April 12th the battalion marched twenty miles to a blinding snow-storm across the ice of Lake Superior to cover a gap to railway service They reached Winnipeg on the 14th and went into camp at Swift Current on the 16th General Middleton the Commander-in-chief in the North West now had a force of 4 328 infantry 451 cavalry and 340 artillery He divided this force into three columns The first was to march under his own command to attack Riel and Dumont at their headquarters at Batoche. The second under Lieut.-Colonel W D Otter, attacked Poundmaker near Battleford The third under Major-Gen Strange marched from Calgary towards Edmonton near which Big Bear was supposed to be encamped

Lindsay Soldiers Lead Batoche Charge.

By the time the Midland Battalion arrived at Swift Current, General Middleton's column had already set out and had been severely dinged by an ambush at Fish Creek The Midland battalion came down the river on the steamer Northcote and joined Middleton on May 5th. Four days later they faced the rebel position at Batoche Here the enemy had established a strong line of rifle-pits across a scrubby ravine Two days were spent in ineffectual skirmishing On the afternoon of the 11th of May the force was brought out again, with orders to skirmish and snipe but not to charge the enemy's position The troops were greatly exasperated by such warfare however and as soon as they got into touch with the enemy C™ Company (the Lind

say volunteers) of the Midland Battalion launched a charge against the rifle pits. They were at once supported by their comrades and by the Grenadiers of Toronto and swept down the ravine through the dense scrubby underbrush. General Middleton accepted the situation and ordered all the rest of his forces into action. Batoche village was soon captured and the backbone of the rebellion broken. Riel was taken prisoner on May 22nd and Dumont fled to the States.

Meanwhile Colonel Otter's column had accepted heavy losses in an attack on Poundmaker at Cut Knife Hill on May 2nd. The object of this attack had been to prevent a junction of the forces of Poundmaker and Big Bear and their combined march to Batoche. At the cost of eight killed and thirteen wounded Otter achieved this objective. Poundmaker thereafter remained inactive and soon surrendered to the joint forces of Otter and Middleton.

General Strange, with his third column, the Alberta Field Force, was unable to come to grips with Big Bear but succeeded in keeping that chief so continually on the move that he at last repented of his hostilities and gave himself up.

The net results of the rebellion were that the half-breeds received all that they had originally sought and that Canada paid $5 - 000 000 for a campaign brought on by the stupidity of her politicians.

The Victoria County Rifle Association

The Saskatchewan outbreak aroused fresh interest in rifle practice and on May 24th 1886 the Victoria County Rifle Association held its first match. J. A. Williamson of Lindsay made the highest aggregate score and took first prize in the all comers match. Robt. Sylvester of Lindsay carried off the county council cup in the association match.

The first range was in the 4th concession, on a farm owned by one Twohey, west of the present Home of Refuge. On May 24 1892 a new 600 yard range was opened at the head of Lindsay street north north of the town limits. This was superseded in turn by a range on the James Hopkins farm northwest of the town. About a decade ago Dominion regulations were passed requiring a clear zone of 2800 yards (practically a mile and a half) behind the targets on every rifle range. No such conditions could be secured in South Victoria, and the Rifle Association collapsed.

During the history of this local rifle association one of its members, Major J. A. Williamson visited England twice: in 1891 and in 1844 on the Canadian Rifle team. On his first trip he made over $100 in prize money.

Events Leading up to Boer War.

The second war in which men from Victoria County saw active service was the Boer War of 1899-1902.

The origins of this struggle are to be found as early as 1814

when, after the Napoleonic wars, England took over, for £6 00d 000 compensation Cape Colony a possession of Holland who had been an ally and dependent of France. The Dutch colonists or 'Boers' were greatly incensed at the subsequent immigration of Englishmen and the abolition of slavery in 1834. In 1836 and the years immediately following, some 10,000 Boers withdrew from Cape Colony to the wilderness which lay far to the north in the interior and set up two independent republics Orange Free State and the Transvaal Republic. By 1854 England had officially recognized the autonomy of these little countries. In 1877, however, under the imperialistic ministry of Disraeli the Transvaal Republic was abruptly declared annexed to the British Empire. Gladstone succeeded Disraeli as British premier in 1880 and opened negotiations with the indignant Boer leaders with a view to annulling this annexation. Unfortunately, while an amicable settlement was thus in sight, some of the Boers resented the violence and created a small British detachment at Majuba Hill February 27, 1881. British feeling ran high but Gladstone persisted in his chosen course and signed in 1884 the London Convention which recognized the independence of the South African or Transvaal Republic but also guaranteed the right of all white men to reside and trade in the Republic and to be liable only to the same taxes as the Boers themselves. The misfortune of this settlement was that the Boers mistakenly fancied that they had won their own independence by force of arms at Majuba Hill and so greatly exaggerated their own strength.

In the following year gold was discovered in the Rand a mountain range in the Transvaal. A great influx of English adventurers and speculators followed. These Uitlanders or foreigners soon outnumbered the Boers by two to one. The Boer government was an incompetent oligarchy and its leaders were determined to keep control of the state which at the cost of so much hardship they had created in the wilderness. The Uitlanders were accordingly denied citizenship but were forced to render military service and to bear the brunt of taxation. Their demands for more generous treatment were backed by Britain but were refused by the Boers to 1895 an ineffectual raid was made on the Transvaal by Dr Jameson the administrator of the neighboring British colony of Rhodesia. The raiders were captured and turned over to Britain. The British authorities however treated the offenders very leniently and actually shielded the real instigator of the invasion a millionaire capitalist-statesman named Cecil Rhodes.

The Boers, under their president Paul Kruger now began to prepare for war. Vast supplies were collected. Foreign mercenaries chiefly Germans and American Feelans flocked into the country. A staff of German artillerists under Colonel Schiel undertook the training of the Boer army. At last when all was ready an impossible ultimatum was issued to Britain on October 9, 1899 and two days later

war broke out Orange Free State threw in its lot with the Transvaal and the two republics set a force of 50 000 mounted fighters in the field

The Sending of Canadian Troops

On October 15th the Canadian government decided to accept an invitation of the British War Office to participate in the struggle

As a first contingent a unit of 1000 men known as the 2nd (Special Service) Battalion Royal Canadian Regiment was mobilized and placed under the command of Lt-Col (now Major-General Sir William) Otter The following men from Victoria County went with this unit —Lieut Sudeby of Burnt River Sergt McCrae of Omemee Corporal Dodd of Burnt River Corporal A J Mathews of Lindsay and Privates Corbier McGregor and Williams of Lindsay This unit sailed for Cape Town October 30 1899

Lt -Col (now Lieut -General Sir Sam) Hughes was in command of the 45th Regiment at this time and was very zealous in service However he wrote some very anarchistic letters to Major General Hutton head of the Canadian forces and was therefore denied the privilege of serving with Canada's contingent He thereupon went to South Africa on his own initiative and took part as Special Service Officer and Railway Staff Officer in the Imperial Forces operations in Cape Colony

Early in 1900 Canada sent a second contingent consisting of two regiments of mounted rifles known as the Royal Canadian Dragoons and the Canadian Mounted Rifles respectively and three battalions of artillery designated C D and CM With this draft went Sergt Thos Gifford Trooper Ernest Eagleson and Gunner Perrin of Lindsay and Gunner James McNatt of Valentia

A third another unit sailed in March This was the "Lord Strathcona's Horse, a regiment of cavalry equipped and supported by the Canadian High Commissioner at London Lieut George M Laidlaw of Balsam Lake Alex Skinner of Lindsay and Wm J Naher of Victoria Road represented Victoria County in this unit

The Progress of the War

At the outset of the war the Boers swept out into the British colonies which surrounded them and laid siege to Ladysmith in Natal to Kimberley in Griqualand West, and to Mafeking in Bechuanaland The British field armies sought to raise these sieges and suffered disastrous reverses at Magersfontein and Colenso The War Office then awoke at last to the seriousness of the situation On December 17 1899 Lord Roberts was appointed Commander in Chief and Lord Kitchener his Chief of Staff The forces in South Africa and Lord Kitchener his Chief of Staff They sailed from England five days later and by February 12 1900 were ready to begin a great "Centre movement across the veldt to Bloemfontein the capital of Orange Free State With their army of

$5,000 men west the R C R under Lt.-Col. Otter.

On February 15th the cavalry under General French raised the siege of Kimberley. On the 18th a Boer force under Cronje turned to face the British at Paardeberg. The ensuing battle lasted five days and it was the Canadians who finally forced the Boer position at the cost of 119 casualties. Still other enemy forces barred the way to Bloemfontein, but these were quickly brushed aside at Poplar Grove on March 7th and at Driefontein on March 10th. Roberts entered Bloemfontein on March 13th. Typhoid fever now broke out and took heavy toll from the army. For five weeks the Royal Canadian Regiment was practically all out of action, but on April 23rd all who were well set out eastward with a force under General Ian Hamilton. They cleared Boers away from hill positions at Israel's Poort on April 25th and at Thaba Mountain on April 30th. These battles left the country east of Bloemfontein free from the enemy.

Meanwhile the other Canadian units had not been completely idle. From March 10th to April 14th D and E Batteries of artillery and the Canadian Mounted Rifles formed the greater part of a column under Sir Charles Parsons which marched through alkali deserts from Carnarvon to Kenhardt and mopped up all rebellion throughout the wild hinterland of Cape Colony. C Battery under Major Hodgon was sent on a more distant mission. It was landed at Beira in Portuguese East Africa and taken on a long railway journey west and south through Rhodesia and Bechuanaland at last to join the forces of Colonel Mahon and Colonel Plumer and relieve Mafeking on the 17th of May, 1900.

On May 1st Roberts started a great forward movement from Bloemfontein north to Pretoria, the capital of the Transvaal Republic. An army of 40,000 men, including the R C R, R C D and C M R, moved forward on a forty-mile front. The Boers offered repeated resistance at Vet River, Zand River, Doornkop and elsewhere, but were pushed steadily back until at last Pretoria was taken on June 6th, 1900.

This seventeen weeks campaign of Lord Roberts from February 12th to June 6th, ended the war proper. Almost two full years of guerilla warfare were necessary however before the Boers consented to come to terms.

The R C R sailed for Canada in October, 1900. Of its original strength 8% had died and 12% had been wounded. The R C D, C M R, and the artillery left for home in December. The R C D had taken part in 40 engagements and had had 62 casualties. The C M R had been in 28 engagements and had had 34 casualties. D Battery's chief work had been on the lines of communication and E Battery's heaviest campaign under Sir Charles Warren in Griqualand West.

Lord Strathcona's Horse was ultimately sent in from Durban and attached to Buller's Army at Zand Spruit. Here they served as

escorts guards and escorts to convoys From July 1 1900 to January 1 1901 details of the regiment were almost daily under fire It settled for Canada on January 20 1901

Canada's official contribution to the Boer War was 189 officers and 3407 men The total cost was $2 850 000 07 a little more than half the expense incurred in the Saskatchewan Rebellion of 1885

Formal peace was signed on June 1 1902 and the Transvaal Republic and Orange Free State became British dependencies A Liberal ministry which came into power in England in 1906 wisely granted these colonies responsible government and sanctioned in 1909 a federal Union of South Africa Time has vindicated overwhelmingly the wisdom of this course

Outbreak of World War in 1914.

The third and latest war in which Victoria County has taken part was the World War of 1914-18

From the time of the accession to the German throne of Wilhelm II in 1888 the leaders of the German people deliberately planned for a war through which Germany would subjugate and dominate the world King Edward VII of England saw the coming storm and achieved the Triple Entente with France and Russia The outbreak was to have come in 1909 the year of the first completion of the Kiel Canal, but Lord Fisher of the British Admiralty actually forced a postponement for six years by inaugurating the Dreadnaught type of battleship and so rendering the Kiel Canal obsolete A reconstructed canal was ready by 1914 During the spring of that year Germany quietly sold out most of her foreign investments and began to mass in her reserves On June 28th the heir to the Austrian throne was assassinated Germany and Austria spent a whole month more in secret preparation unsuspected by a tranquil world and then deliberately precipitated a holocaust struggle which was to involve 64 millions of soldiers and to cost $331 000 000 000 and 11 422 778 lives

Victoria County Enlistments

Canada, as part of the British Empire became involved August 4 1914 A First Contingent of 33 000 men was mobilized at Valcartier, near Quebec and sailed for England on the 3rd of October This prompt achievement was chiefly due to the personal energy of the Minister of Militia, Sir Sam Hughes of Lindsay

With the First Contingent went a detachment of 75 men from Victoria County under Lieut Col F S Hopkins Lieut Walter Kirkconnell Lieut W W Wilson and Lieut George Weeks

The Second and subsequent Canadian Contingents did not cross to England intact The voluntier system was practised until June 1917 and yielded 458 000 enlistments The government then enforced conscription and secured 100 000 more recruits

The chief contributions of Victoria County after the First Contingent had left were to the 21st, 38th, 109th and 253rd Battalions —F Company of the 21st Battalion, (Second Contingent) contained 110 local men. The 38th Battalion had a somewhat smaller number The 109th Battalion, commanded by Lt.-Col J. J. H. Fee was actually mobilized in Lindsay and reached a strength of 1050 in the spring of 1916. The 253rd Battalion under Lt.-Col J. J. Glass was not so successful for it was organized in the lean days when voluntary enlistment was petering out. Many other Victoria County boys enlisted in units elsewhere so that the rolls of the local units would not be of all representative. An authoritative list of all who enlisted from this county could easily be compiled but would violate the proportions of a brief history of this sort.

Victoria County Soldier Dead

It has been thought wise however to include the following list of 205 heroes from this county who gave their lives for the cause of righteousness. The basis of this record is a list which I have prepared from the official files of the Patriotic Fund which includes all cases where the soldier had designated Victoria County as the home of his next-of-kin. To this definite nucleus I have added many names gleaned from miscellaneous sources, of those who once claimed this county as their home but had been transplanted elsewhere prior to enlistment. The complete list is as follows —

Adams, Charles Private Infantry Lindsay
Adams Thos Grenville Private Infantry Fenelon Falls
Aldred, Wilbert Phillip Lance-Corporal Infantry Bobcaygeon
Allen, J. Battalion Sergt Major Infantry Lindsay
Allen, M. C. Lieutenant, Infantry, Lindsay
Allen, W. R. Private Infantry Victoria Road
Arscott, Theo Albert Private Infantry Bobcaygeon,
Ahestey, Cec. Wilbert Private Infantry Fenelon Falls
Anderson, Wm. Kay Lieutenant Infantry Lindsay
Andrews Harry Wm. Private Infantry Lindsay
Angiers Pedrick Herbert Private, infantry, Coboconk
Arnold Oliver Private, Infantry Mariposa Tp.
Bailey Joseph Paget (M.M.) Lieutenant Infantry Lindsay
Bailey, W. E. Private Infantry, Bexley
Barge, Alfred Arthur Private Infantry Mariposa Tp
Batjerow, Tracy Private infantry, Coboconk
Bateman, Russell Albert, Private Infantry Kirkfield
Beecroft Harvey Private, Infantry, Fenelon Falls.
Baxter Robert, Private Infantry, Omemee
Bole Clarence H., Private Infantry Woodville
Boucher, Wilfred Private Infantry Mariposa Tp
Boyd, Mossom Richard Lieutenant Infantry, Bobcaygeon.
Boyd, Thornton Bridgeman Private Infantry Bobcaygeon
Brady, Thos. Edw., Private Forestry Corps, Lindsay

Brimmell, Albert M. Private Sr'ss. Little Britain
Brooke, Edwin A. Private Infantry, Bobcaygeon
Brown H., Private Infantry, (C.M.R.) Omemee
Budd, James John, Private Infantry, Burnt River
Byrne, George Private Infantry, Bobcaygeon
Cameron, Alexander Private Infantry, Lindsay
Campbell Alexander, A.L.-Cpl. Infantry Cameron
Campbell John, Corporal Infantry, Woodville
Campbell M. Ross Private Infantry, Argyle
Campbell, Russell A., Sapper Field Engineers, Kirkfield
Carew, Robert, Private Infantry, Burnt River
Chambers, Allister, Private Infantry, Cambray
Castle, George, Private Infantry, Maripoea Tp
Clare, Stephen, Pte. Infantry, Maripoea Tp
Copp, Charles Pte. Infantry, Maripoea Tp
Corderoth, Sydney Chas. Sergt. Infantry, Lindsay
Coley, Earle Private Infantry, Lindsay
Cragg, Russell Alex. Private Mounted Rifles, Lindsay
Crarey, Russell Private Infantry, Kirkfield
Cundal, Wm. Johnson, Corporal Infantry, Cameron
Cummings, William, Private Infantry, Oakwood
Curtin, Fairtch, Private Infantry, Lindsay
Cuthbert, Samuel Private Infantry, Lindsay
Dark, Percy S., Private Infantry, Lindsay
Dawson, Alfred Simmonds, Pte. Infantry, Kinmount
Dawson, Hector, Pte. Infantry, Kinmount
Day, Richard James, Pte. Infantry, Norland
Daynes, Duncan, Pte. Infantry, Elden Sta.
Denison, Francis F. Pte. Infantry, Bobcaygeon
Donaldson, Robt. John, Pte. Infantry, Peterboro Falls
Elliott, Walter Wintrop, Cpl. Infantry, Lindsay
Faulkner, Roy, Infantry, Cobourg.
Ferguson, James Wesley A.L.-Cpl. Infantry, Valentia.
Fitzgerald John James, Pte. Infantry, Head Lake
Forder, Nelson, Pte. Infantry, Lindsay
Foster, John, Pte. Infantry, Maripoea Tp
Freeman, Benjamin, Pte. Infantry, Maripoea Tp
Fry, Henry, Pte. Infantry, Maripoea Tp
Garbutt, S. E. Nursing Sister, Lindsay
Gifford, Victor R. Driver, Engineers, Lindsay
Gillies, Hedley, Pte. Infantry, Lindsay
Gosselin, Alphonse, Pte. Infantry, Downeyville
Gray, John Welford, Pte., Infantry, Lindsay
Grimstead, W. G., Pte. Infantry, Valentia
Greves, Robert, Pte. Infantry, Burnt River
Goldie, Eric, Pte. Infantry, Lindsay
Glendenning, Stanley, Cadet, Air Force, Lindsay (Sunderland)
Gallagher, W. N., Lieut. Infantry, Omemee

Hall Arnold Rossiter Pte. Srvs., Lindsay
Hall, Geo. Carlton Pte. Infantry Cambray
Halliday, Adam Sydney Pte Infantry Pembroke Falls
Hancock Armour Ellington Pte. Serv., Lindsay
Harper William Sergeant Infantry Lindsay
Harwich Herbert Pte Rly Tps. Lindsay
Hill, Joseph Leslie Pte Infantry Bobcaygeon
Hill, William Albert, Pte. Infantry Bobcaygeon
Holliday Herbert Augustus Gunner Artillery Coboconk.
Hopkins Fred Holmes Lieut. Col Infantry, Lindsay
Horton T. Pte. Forestry Dept Kinmount
Houlihan Cyril Pte. Infantry Lindsay
Howe J. C. Infantry Lindsay
Hughes Wesley Pte Infantry Burnt River
Irwin, Norman Cerpl. Forestry Lindsay
Jackson, Edward Private Infantry Lindsay
Jackson R. G. Private, Infantry, Lindsay
Jeffers Frank Alfred Pte Infantry Little Britain
Johnston, J. A. A. L.-Cpl. Infantry, Bobcaygeon
Johnson Reginald Pte. Infantry, Lindsay
Johnson Martin Pte Infantry Pembroke Falls.
Johnson Willard Pte Infantry Lindsay
Johnston Wm Russell Pte. Infantry Manilla
Junkin Irvine Pte., Infantry, Bobcaygeon
Junkin Percy John Clayton Pte Infantry, Bobcaygeon
Kent, Wm Gordon Pte Infantry Lindsay
King, Henry Wm. Pte., Infantry Head Lake
Kinghorn John, Pte., Infantry Woodville
Kirkconnell Walter Allison Captain, Infantry, Lindsay
Kylie Edward J. Captain, Infantry Lindsay
Kirton Albert Pte Infantry Mariposa Tp
Kirton William Pte. Infantry Mariposa Tp
Knowlson Glare Pte Infantry Lindsay
Lansing, Percy, Pte., Infantry, Mariposa Tp.
Leach, Albert Kenneth Pte., Infantry Lindsay
Lellel Joseph Francis, Pte. Infantry Lindsay
Lee, George Herbert, Pte. Infantry, Woodville
Leonie, Louis Pte. Infantry Lindsay
Lee, William Geo. Pte Infantry Woodville
Lisembe D. R. Pte., Infantry, Cobocank.
Lyle Wilbert Mearl Gunner Artillery, Bobcaygeon
Lyon, Edwin Percy, Pte., Infantry, Little Britain
Lywood Wm. John, Pte., Infantry Lindsay
Mark Robert Henry, Pte., Infantry, Cameron
Matthews A. J. Captain, Infantry, Lindsay
Metcalfe Chas Norman Pte. Machine Gun, Pembroke Falls
Miller Charles Pte. Infantry, Lindsay
Miller Joseph John, Pte Infantry Kinmount

Mills, Fred Harold, L.-Cpl., Infantry, Omemee
Mitchell Thomas, Pte Infantry Mariposa Tp.
Morrison, Wm James Pte Infantry, Lindsay
Murray, Albert Pte Infantry, Valentia
Murtha James, Pte Infantry, Downeyville
Mitchell, Douglas, Pte Infantry Lindsay.
McDonald Alexander Pte Infantry, Cambray
McDonald Kenneth Pte Infantry Cambray
McDonell, Edward Pte, Infantry Lindsay
McDougall Russell A. L.-Cpl Infantry Pension Falls
McEachern John Pte, Infantry, Woodville
McEachern Malcolm Pte, Infantry, Bartley
McFadyen Henry Lorne Pte, Infantry Bartley
McGann, Joseph Patrick, L Cpl, Infantry, Lindsay
McGill, Ivan Elmer, Pte Infantry Lindsay
McGinnis Sidney, Pte, Infantry Lindsay
McGuire, James Patrick Pte, Infantry Hammount
McInnis, D., Pte Infantry Mariposa Tp
McInnis, Chas. Howard, L Cpl Infantry, Lorneville
McMillan Wm. Pte, Infantry, Mariposa Tp
McMurray, George, Pte, Infantry, Lorneville
McNutt Wm Geo Stanley Pte Infantry Lindsay
McKay Robert Pte. Infantry Lindsay
Naismith James Pte., Infantry, Lindsay
Naylor John Denby, Pte Infantry Cameron
Newell Alfred Charles Pte. Mtd Rifles Lindsay
Northey Melville Pte Infantry, Bobcaygeon
Owens H F Pte., Infantry Woodville
Orby Wm Edward, Pte, Infantry, Sadowa
Padden Herbert, Pte, Infantry Lindsay
Parkes Cleveland Adair Pte., Infantry, Lindsay
Parkin Whyt Pte. Infantry Norland
Parks Alvin Morse, Pte. Infantry Lindsay
Patton Neil Smith Sergeant Infantry, Cambray
Peters, Wm Claude Pte Infantry, Omemee
Peast Roy Irvine Pte Infantry, Omemee.
Pollitt George Pte Infantry Omemee
Reeves Robert, Pte., Infantry Mariposa Tp
Robinson, Wm Morris, Pte Infantry, Lindsay
Rogers, Garfield R. Gunner Artillery, Mariposa Tp.
Rushton Stanley, Pte Infantry Lindsay
Russell Victor, Pte, Infantry, Mariposa Tp
Ryall, George L. Cpl., Infantry Little Britain
Rooke, Edwin Marion, Sergeant Artillery, Oakwood
Scott Alexander, Lieut., Infantry, Lindsay (Geiert)
Sandiland, James Thos. L.-Cpl Infantry Lindsay
Saville, George Pte Infantry Mariposa Tp
Scott, Walter Henry, Prov. Sgt., Infantry, Lindsay

Scott, John H., Pte., Infantry, Mariposa.
Selby, Thos. Ralph, Pte., Infantry, Bobcaygeon.
Shankland, John Wilfred, Pte., Infantry, Fenelon Falls.
Shaw, William, Pte., Infantry, Lindsay.
Shea, J. E., Pte., Infantry, Lindsay.
Silverthorn, Howard Wesley, Pte., Infantry, Bolsover.
Stewart, Robert, Pte., Infantry, Mariposa, Tp.
Stinson, Chas. Howard, Pte., Infantry, Fenelon Falls.
Stinson, Wm. Norman, L.-Cpl., Infantry, Lindsay.
Sumner, John C., Pte., Infantry, Mariposa, Tp.
Swardlinger, Fred, Pte., Mounted Rifles, Lindsay.
Sutcliffe, Chas. E., Major, Infantry, Lindsay.
Swayze, David, Flight Lieut., Air Force, Lindsay.
Swayze, Keith, Flight Lieut., Air Force, Lindsay.
Taggart, Gordon, Pte., Infantry, Cameron.
Tamlin, Melville Edgar, Pte., Infantry, Cambray.
Treyton, Wm. Edward, Pte., Infantry, Victoria Road.
Trouch, Archie Russell, Pte., Infantry, Kirkfield.
Trevor, Foster, Pte., Infantry, Lindsay.
Trevor, Ralph, Pte., Infantry, Lindsay.
Trott, Joseph, Pte., Infantry, Mariposa, Tp.
Tripp, James Albert, Pte., Infantry, Bobcaygeon.
Truax, Charles Roy, Pte., Infantry, Cobourg.
Truax, Percy, Driver, Artillery, Cobourg.
Vickery, Orville Wilson, L.-Cpl., Infantry, Lindsay.
Watson, Murray, Pte., Infantry, Mariposa, Tp.
Weeks, Clare G., Lieut., (M.C.), Infantry, Lindsay.
Wheeler, Charles, Pte., Machine Gunner, Lindsay.
Whetter, Fred Freeman, Pte., Infantry, Woodville.
White, Joseph, Sergeant, Infantry, Lindsay.
Whitney, J. W., Pte., Infantry, Burnt River.
Williams, Arthur James, Major, Infantry, Lindsay.
Wilson, Robert T., Pte., Infantry, Mariposa, Tp.
Winchester, John, Pte., Infantry, Lindsay.
Wright, J. M., Sapper, Ry. Co'y, Bobcaygeon.
Wilson, Bruce A., Flight Commander, Air Force, Lindsay.
Wilson, W. W., Lieut., Infantry, Lindsay.

A Brief Summary Beginning from 1914.

Adequately to describe the course and context of the conflicts in which these lives were offered up would transcend the limits of several volumes of history. There are compensations however, in the brevity here found necessary. We are still so close to the World War that it is easy to become confused at the complexity of the military operations of vast armies on numerous and extended fronts. In making a rigid summary of the salient events of the campaigns especially in so far as they affected the Canadian troops, we shall introduce a sim-

plicity, which, though somewhat artificial will enable us better to comprehend and remember our country's share in the colossal struggle

With the outbreak of war Germany deliberately violated Belgian neutrality in order to pour her armies up the valley of the Meuse and crush the French from an unexpected quarter They ravaged Belgium most foully and drove their way through Northern France to within fifteen miles of Paris Then from Sept 5th to Sept 10th at the battle of the Marne the French shattered the great German attack and drove the invaders back to the Aisne There ensued a struggle for position which by the end of October left the opposing armies entrenched against each other all the way from Nieuport (on the North Sea) to Switzerland In the east Russia was worsted by Germany but was successful against Austria. Turkey entered the war on the German side on November 3rd, thus threatening British position in Egypt and India. Canada had no share in the operations of 1914

Canadian Share in War in 1915.

In February 1915 the First Canadian Division crossed to France On April 17th they took up their position in the trenches before Ypres Five days later, on April 23rd, the Germans planned a tremendous drive to break through at this point, disrupt the whole line and gain the channel ports The diabolical invention of poison gas was now first employed by the enemy French colonial troops on the Canadian left broke under the torment leaving a gap of several miles in the allied line Only the superhuman audacity, bravery and endurance of the Canadians under circumstances unparalleled in warfare saved the day Their casualties were 8,000 or more than half their number

Four weeks later, on May 16th the Canadians took part in a British offensive at Festubert which sought to break through to Lille. Ground was won to a depth of 600 yards on a front of four miles but further progress failed through a lack of munitions This proven shortage of munitions precipitated a political crisis in England and helped to bring in a Coalition Government. The Canadian casualties at Festubert totalled 2000

On June 15th the First Division incurred 900 more casualties in a fruitful attack on the German trenches at Givenchy They took their objective but were obliged to fall back because the British troops on the left did not meet with like success

In September 1915 the Second Canadian Division arrived in France and a Canadian Corps was formed This Canadian Corps was supplied with a Third Division in January 1916 and a Fourth Division in August 1916

During 1915 while this inconclusive fighting went on on the western front, Germany inflicted stupendous defeats on the Russian army and overran 5,000 square miles of Russian territory The

British failed ignominiously in an attempt to capture Constantinople Bulgaria thereupon entered the war and co-operated with Germany and Austria in the conquest and extinction of Serbia. The only Allied gain in 1915 was the entry of Italy into the war on May 23rd

Canadian Share in War in 1916

In 1916 the Germans decided to smash the French army by one terrific, irresistible blow against the stronghold at Verdun. The storm of battle broke on February 21st, but though it raged till the following October the French line did not give way.

On July 1st an Anglo French army opened a great counter-campaign known as the Battle of the Somme in this the Canadians had no share until September Earlier in the year they had incurred heavy casualties during reverses at St. Eloi in April and at Sanctuary Wood on June 2nd and during a most successful counter attack at Hooge on June 13th Now they were to capture a series of German positions Mouquet Farm, Courcelette and Pozieres Trench on September 15th, Zollern Redoubt and Kenora Trenches on September 26th Regina Trench on November 11th, and Desire Trench on November 18th The Canadian casualties in this share in the Somme offensive totalled 21,173 The total area won by the Allies was small about 120 square miles

Other events in 1916 were A successful Russian campaign in Galicia the belated entry of Roumania into the war and her speedy subjugation by Germany, and the inconclusive naval battle of Jutland between British and German fleets in the North Sea

The War's Progress in 1917

The chief events in 1917 were the collapse of Russia through mutiny, revolution and final ruinous domination by the Bolsheviki on November 7th the compensating entry of the United States into the war on April 6th; the serious reverses in Italy in October the British capture of Bagdad and Jerusalem and the moderate gains made in the west by the Allies in the battle of Arras (April-June) the battle of the Aisne (April-November), and the British offensive in Flanders (July-December)

In the first stage of the battle of Arras the Canadian Corps captured the almost impregnable fortifications of Vimy Ridge on April 9th Hill 145 on April 10th and The Pimple on April 12th The casualties totalled 3,965 Later the Canadians captured Arleux on April 28th and Fresnoy on May 3rd

In August the Canadian Corps was employed in the sector opposite Lens in Northern France The Fourth Division captured the suburbs of Le Coulotte and Avion on August 1st and on August 15th the Third and Second Divisions carried Hill 70 a bald hillock northwest of Lens On August 21st a bloody but inconclusive struggle raged about a great, weed infested slag heap known as the Green Crassier

southwest of the city. The capture of Lens was not yet completed when the Canadians were withdrawn and sent to join in no offensive in the Ypres salient.

On the 26th of October the Canadians launched their attack on the Passchendaele Ridge, and by November 10th after one of the bitterest and most fierce struggles they ever know, obtained their objective and removed the menace of this commanding position from the British front. The Canadian casualties in thirteen days totalled 14,867. The total of Canadian casualties during the entire Boer War had been only 328.

The Closing Campaigns in 1918.

In the spring of 1918 Germany exacted a ruinous peace from Russia and then turned to hurl at the armies in the west a colossal offensive that would end the war. From March 21st to July 15th they were tremendous successes but not ultimate victory. The Allies at last achieved unity of command and the new generalissimo, Marshal Foch began on July 18th a sweeping counter-offensive which did not halt until the capitulation of the Germans on November 11th.

In this great advance Canada played a glorious though costly part. In the Battle of Amiens (August 8th 17th) the enemy was driven back 14 miles from before the vital railway centre of Amiens, and 25 villages were recaptured. Then the whole Corps was suddenly transferred to the north to fight the Battle of Arras (August 26-September 4th). Here they broke through the Drocourt Queant switch, a vast system of concrete fortresses connected by wired trench lines and huge subterranean tunnels, and advanced to the Canal du Nord, capturing some 50 square miles of territory. On the 27th of September the Canadians resumed the offensive in the Battle of Cambrai, which ended on October 9th with the capture of that city.

In the three great battles of Amiens, Arras and Cambrai, the Canadian casualty list reached the staggering total of 47,263. The captures included 490 heavy guns, 230 trench mortars, 2100 machine guns, and 2,400 prisoners.

In a subsequent march from Douai to Mons lesser actions were fought at the capture of Denain on October 20th at Valenciennes on November 2nd, and at Mons on November 11th.

Meanwhile Britain had eliminated Turkey in Mesopotamia and Syria, and an Allied army under d'Esperey had shattered the Bulgarians in the Balkans. Bulgaria signed a capitulatory armistice on September 29th. Turkey followed her example on October 31st. Austria was badly shaken by Italian attacks and gave in on November 4th. Revolution broke out in Germany, the Hohenzollerns fled, and the war closed on the 11th of November.

Such was the course and the termination of the War of the Nations in which 20[illegible] sons of Victoria County died heroically in the cause of human freedom.

Chapter XIV.

Pages of Parish History

The religious life of a people is a vital factor in its history. Few interests if any, affect man more closely than his spiritual convictions. To attempt, however to sketch a century of church development throughout the whole of a county would give only a diffuse confusion of petty parochial details without any unifying principle as yet to give the narrative coherence and intelligibility I have therefore taken the church history of Lindsay the county town, as typical of that diversity of creed and practice which is so common in our own and other Ontario counties. We have here six denominations of varying strengths The abounding activity of congregations in this new country is nowhere shewn better than in the building of churches From 1841 to 1923 the population of Lindsay has grown from perhaps 50 up to about 8000, and during that same 80 years the local congregations have put up no fewer than 13 church buildings This seems at once a proof of enormous vitality and a confession of the prodigality of energy and means which goes with diversity of faith and duplication of effort. These points are implicit in the more detailed sketches of individual churches which now follow

I. History of St. Mary's Church, Lindsay

The pioneer church in Ops and the vitality of Lindsay was the Roman Catholic church

Prior to 1840 no priest was stationed locally Lindsay and the surrounding country lay within the parish of Peterborough and if was from the latter village that pastoral expeditions came

The first priest to visit Ops was Father Crewley an orderly Irishmon from Cork who had come out in 1825 as shepherd of the Robinson immigrants His first mass in Ops was said in 1830 In the ehsuly of John Maloney Stations were also held at Terence Brady's, Patrick Connell's, Dennis Twohey's, and John Murphy's He received from the government 200 acres of land (lot 16 in the 5th concession) which was ultimately patented in the name of his nephew John Anne Irene The grant was made to help settlement and a house for visiting settlers' effects was built on the west bank of the river This egal was therefore long known as "the Priest's Landing" Father Crewley was hot-tempered and had many bitter quarrels with his parishioners It is related that when Patrick O'Keefe and Cornelius Hogan gave him a churlish refusal to pledge money to the church they received his malediction and within a year O'Keefe became

permanently lied and Hogan a cripple for life He retired to poor health to 1832 and died at Rochester N Y in 1835

His successor, Father Bennett was a stight but energetic young man of middle height described as cultured and eloquent As his pastoral tours extended as far as Coldwater and Penetanguishene, he paid only one visit to Ops On that occasion he said mass to Dennis Twohey's shanty

He was succeeded in September 1833 by Father Timothy O'Meara a tall powerful man of forty who said mass at Terence Brady's and Patrick Connell's

Father O'Meara was followed in 1834 by Father Butler a very small thin man who was a native of Tipperary and had previously been a schoolmaster He paid Ops frequent visits and said mass several times in the house of John Murphy He was severely injured in 1835 by falling twenty-five feet from the roof of a church which he was building in Peterborough It was not however until June 25 1863 that he died being then in the seventy fourth year of his life and the nineteenth year of his Peterborough pastorate

First Resident Priest of Lindsay

Prior to 1846 one priest stationed at Peterborough had to minister to a mission which extended from the Marmora mines on the east to Bowmanville Orillia and the lake shores on the south west and north To cover all this district in a year even by travelling on horse back for three weeks at a stretch was an almost impossible task Accordingly the parish of St Mary's focused at Lindsay was formed in 1846 and Father Hugh Fitzpatrick of Fermanagh Ireland was appointed as the first resident priest.

In June 1846 Father Fitzpatrick left his previous parish in Adjala township to Simcoe County and came to Lindsay by way of Fort Perry with two wagon loads of furniture and his old housekeeper Mrs Moran At Fort Perry he was met by Patrick Brady and James Mahoney who as might was at hand stored his effects in a tumble-down warehouse on the shore of Scugog Lake Brady and Mahoney slept in this warehouse while the priest put up at Crandell's tavern After were given a copious night the two former by rain and tables planks beds and high-backed writing-desk—was stowed in a capacious thirty-foot flat-boat borrowed from "King Cannon" the party embarked, and their slow voyage down to Lindsay began At Lindsay they landed at the old mill at the foot of Kilbourt street, where most of the villagers had gathered to escort the priest to his home in a log shack in rear of the present Royal Hotel This shack had been previously used as a shop by Captain Murphy and was later replaced by Hiram Rigsby with a stone store destroyed in the great fire of 1861 to 1862 and 1863 however it served as both church and presbytery

Father Fitzpatrick soon set about the erection of a church. A lot was secured on what is now the southwest corner of Russell and Lindsay streets. Lindsay Street was then the eastern limit of the township. Kent Street was being chopped out for the first time, no other streets were cleared, and the church lot lay in a dense impenetrable swamp of spruce and cedar. In the autumn of 1840 Patrick Brady and Peter Reilly were given the privilege of pulling the first trees. The site was cleared during the winter and all the timber necessary for building was cut and prepared on the ground. In the spring of 1841 a bee was held and the church raised. The corner men were Patrick McHugh, James Fyne, Thomas Hoey, and James Walker. The main log building, forty feet long by twenty-eight feet wide, was put up in two days. Then the roof was put on by Thomas Vaughan, who worked at Purdy's mill. The shingles were made by hand on Peter Greenan's farm by Owen Carlin, Donald Malady, Thomas Hoey, Terence Patrick and Michael Brady and Peter Greenan, and when the work of shingling began more men crowded on the roof than could stay there. The sashes for the windows were made by Richard and Michael Lenihan. Then as no nails, glass or putty could be had nearer than Fort Hope, Nicholas Connolly and Patrick Leddy went around the parish and collected some thirty bushels of wheat. They took this over the bush trail to Fort Hope, sold it and returned with the needed supplies. The floor, plaster the crevices between the logs of the church was made by James Fryce in a hollow near the present wharf and was laid on by the parishioners under his direction. The floor was made of rough hewn two inch planks laid down on log joists. The altar was also built of rough hewn planks in the loft. The door was made by Dominic McBride and the hinges and latch by John Cunningham. There were never any pews in the body of this original church. There were however two galleries or four pews each, one on each side and an end gallery built by Thomas Keenan and Thomas Spruit for their own use.

The first mass in the church was held on November 1 1841. On Corpus Christi day of the following year the brush piles around the building were burnt and the church itself narrowly escaped destruction.

Music was strikingly lacking in the church. A fiddle was the only instrument heard within its walls. There was no choir but the Gilligely family sometimes sang.

Meanwhile a presbytery was being built at Father Fitzpatrick's own expense on a lot bought by him from the government on the northwest corner of Lindsay and Russell streets. Dominic McBride had contracted for its construction but after putting up the frame in the spring of 1841 he failed to carry it any further. W. Thatcher then finished it in December 1841 and Father Fitzpatrick moved in in January 1842. During the summer he brought hawthorn trees from Sturgeon Point and planted them around his lot. This property was later transferred to the parish for the sum of $400. The present

presbytery on lots 11 and 12 on the north side of Russell Street East was a gift to the church from John Knowlson in 1873.

When Father Fitzpatrick came to Lindsay in 1840 he was a powerful man in middle life. By the end of 1842 he was almost completely broken down. Scores of his parishioners had been dying off with swamp malaria. He himself had had fever and had been bled recklessly after the practice of the day. The narrow trail by which he went to minister to Downeyville, Kings Wharf and Mount Pleasant was an interminable morass dotted with stumps. His health was no longer equal to the strain and in December 1842 he retired to Dunoo.

There were brief ministrations by Father Roche and Father McCormack. Then in the autumn of 1844 came Father Fergus Patrick McEvoy, a fine-looking man from Mayo, Ireland. The first Sunday on which he said mass the grain lay out in the fields and rain was imminent. Therefore as many in the parish were ill and serious loss was threatened, he sent his congregation out to bring in the harvest. Father Fitzpatrick had on leaving removed all his furniture from the presbytery so that Father McEvoy was obliged to board at an hotel owned by the parsonage. Dominic McBride in the course of time he fell out with McBride and refused him from the altar. McBride's wife also left him; all his debtors refused to pay him; no one would speak to him. His hotel was burned down by lumberjacks he grew crazed and despondent and at last disappeared from Lindsay forever. It was also in Father McEvoy's time that Lindsay narrowly escaped a Birkett battle between the villagers and a small army of Orangemen who had marched up from South Emily to shoot up the hamlet.

He was relieved in the fall of 1847 by Father Fitzpatrick who ministered again to the parish till October 1848.

Father Chisholm Plans New Church

For the eight years that followed the parish priest was Father Chisholm, D.D. the 27 year-old son of Colonel Chisholm of Glengarry. This young Scotch-Canadian was six feet four inches in height handsome, affable and educated at Rome itself. In 1852 he bought a three-acre lot (the Mansion House block) with a view to building a school for higher education. This lot was stumped by a parish bee. The education scheme was at last abandoned and the lot sold about 1870. In 1854 the Bank of Upper Canada gave him the present church property on Russell Street East in return for his influence in promoting the granting of a bonus to the Port Hope, Lindsay and Beaverton Railway in which the bank was interested. On this new property he planned to build a brick church and laid out the foundations 150 feet by 80 feet. Some 600,000 brick were ordered from Patrick Curtin and were drawn in by a bee in the winter of 1854-55. Plan was bought in 1855 from Patrick McHugh: rail on lot 4 in the third concession and brought down the river by a man named Page in the

same year Father Chisholm first organized the Segarvis School which met during the week in the old church building His work was keenly begun when he was transferred in December 1856 to Alexandria So highly was he esteemed in Lindsay that the Catholics gave him a purse of $40 and the Protestants a like amount and a large procession of both Protestants and Catholics escorted him to Reaboro than the head of steel on the new railway Father Chisholm died of heart trouble at Perth Ontario May 1 1878

The next incumbent from January 1857 to April 1858 was Father James Farrelly of Cavan Ireland Father Farrelly cut the dimensions of the new church down to 40d feet by 5d feet The contract for the brickwork was let to o Mr Alexander of Port Hope who put in o new foundation and then left His work was completed by o Mr Carlyle of Peterborough Charles McCarthy who was the architect of the building handled the woodwork The first mass in the new church was said on Christmas Day 1859 A choir was then organized by o Mr Devlin whom Father Farrelly brought in from Ottawa and an orchestra of a dozen violins sat ng under the leadership of Mrs Devlin The first organ was put in much later by Mr C L Baker as a gift to the church Miss O Connell was the first organist.

A Famous Apostle of Temperance.

In May 1858 Father Michael Stafford succeeded Father Farrelly Father Stafford ultimately enjoyed national fame for his heroic fight on behalf of temperance In 1858 he erected the present Separate School building acknowledged in its day as one of the finest structures of its kind in the province In 1874 he opened a new convent built at a cost of $60,000 for the Ladies of Loretto This convent was burnt down on April 24 1884 but was at once restored under the supervision of William Duffus of Lindsay the original architect In 1890 the Ladies of Loretto were succeeded by the St. Joseph nuns. Father Stafford died of angina pectoris on November 12 1892 and was buried in the Catholic church in a vault on the right hand side of the altar

His position was held by Father Lynch from November 1892 till February 1894 when the Rev P D Laurent V G a native of Brittany France was appointed to the parish At this time the debt of the local church totalled $16,000 This was wiped out entirely by October 1898 in this latter year a spire was added and two bells weighing 2000 pounds and 800 pounds respectively were hung in the steeple. In 1904 the church was enlarged and beautified and in 1897 a large building on the church property was bought and converted into a parish hall at a cost of $4,000.

Father Casey of Smiths Falls succeeded Monsignor Laurent on January 14 1903 On December 19 1913 he was invested with the office of Domestic Prelate (carrying with it the title of Monsignor) and in June 1920 he was made Protonotary Apostolic, one of the

churches highest officials Father Casey died very suddenly on May 14 1421.

According to the last Dominion census there are 2494 Roman Catholics in the parish

II Methodism in Lindsay

The Methodist church in Lindsay stands a close second to the Catholic church in point of time.

In 1832 two years after Father Crowley had said his first mass in Ops, the Rev Conrad Vandusen rode in from the Cavan Circuit over the quagmire trail through the forest and preached to a tiny log cabin conventicle. Successors in this mission work were the Rev John Law in 1833 the Rev John Black in 1834 and the Rev William Young in 1835

In 1836 Cavan was united with the Peterborough Circuit and Lindsay was supplied from the Brock Circuit on the west. The missionary from 1836 to 1838 was the Rev Cornelius Flammerfelt who was followed in 1839-40 by the Rev Horace Dean whose son later became Judge Dean. In 1841 and 1842 the visiting pastor was the Rev John Sanderson a gentle soul known throughout the country side as "Little Peculiarities" because of his constant reproof to critics of their neighbors. You know we all have our little peculiarities. Under his direction an acre of land was secured from the governmental on the southwest corner of William and Wellington streets and a small frame building used as a school during the week and as a church on Sunday was erected. This building which is at once the oldest school and the oldest Protestant church in Lindsay still stands at No. 23 Wellington Street. In 1852 on the erection of a second church it became the Methodist parsonage. It is now occupied by a cobbler.

The subsequent pastors up to 1862 were the Rev Herman Davis in 1842 the Rev Gilbert Miller and the Rev Samuel Fear in 1844 the Rev Gilbert Miller and the Rev Abraham Dayman in 1846, the Rev William Young in 1848, the Rev David Hardy in 1847 the Rev C W M Gilbert in 1848, the Rev John Sanderson in 1848 and the Rev Cornelius Flammerfelt in 1850-51. None of these ministers lived in Lindsay at all except the Rev David Hardy who sojourned in the village during 1847

The First Resident Methodist Minister

The first officially resident minister was the Rev Thomas Hannah appointed in 1852 During his ministry a much larger frame church more recognizable in its architecture was built next to the original building but fronting on William Street. It is occupied at the present day by Sutch's Carriage Works. The earlier structure was then occupied by Mr Hannah as a parsonage

From 1854 to 1858 Lindsay was now the head of a circuit and

during most of that period two preachers were required to cope with all the country appointments. The names and terms of service were as follows:—1854-56, Rev. J. C. Osborne; 1857, Rev. James Graeser; 1858-60, Rev. D. C. Chapman; 1861-62, Rev. M. C. Philp; 1864-66, Rev. A. Edwards; 1867-69, Rev. James Greener. The assistants were the following:—1854, Rev. Garrett Diagman; 1855, Rev. W. H. Carre; 1856, Rev. James Ash; 1857, Rev. A. L. Peterson; 1858, Rev. David Jackson; 1859, Rev. J. W. Miller; 1860, Rev. J. H. Stinson; 1861, Rev. N. S. Burwash; 1862, Rev. N. Galbraith; 1863, Rev. Thomas Adams; A. A. 1864, Rev. W. F. Morrison, B. A. In 1865 most of the country appointments were formed into an Oakwood Circuit. In 1868 all remaining outlying charges were annexed to Oakwood and the Lindsay church was left to devote all its energies to development at home.

A floating debt of several hundred dollars was now paid off in 1868 and preparations were made to build a new brick church and a new parsonage. In 1870 the Rev. Mr. Greener was succeeded by the Rev. C. Freeman, D. D. A lot was purchased in this same year on the north-west corner of Peel and Cambridge streets and a parsonage built. In 1871 a church of white brick was put up on the same property at a cost of $12,803. It was dedicated to divine worship on December 17, 1871, by the Rev. W. M. Punshon, D. D., the Rev. G. R. Sanderson, D. D., and the Rev. G. H. Davis. The ministers for the next fifteen years were as follows:—1872-74, Rev. James Elliott; 1875-76, Rev. Charles Fish; 1877-79, Rev. Wellington Jeffers, D.D.; 1880-82, Rev. John R. Clarke; 1883-84, Rev. Wm. H. Hinsley; 1885-87, Rev. M. L. Pearson.

A Season of Amalgamation

In the early eighties two local congregations of similar tenets, the Episcopal Methodists and the Bible Christians, amalgamated with the Cambridge Street church. The Episcopal Methodists were the dominant division of the Methodist church in the United States. A mission on Peel Street flourished in the seventies but was closed in June 1881 by the Rev. George Abbs, the presiding elder of the district because of the atrophy of funds and enthusiasm. The Bible Christian church had begun in England in 1815 in an evangelistic revival within the Wesleyan Methodist church. Its leaders were pursued by the Methodists with the same bitter persecution that they themselves had suffered from the Church of England in the previous century. In Canada a wider toleration helped to heal the breach but separation prevailed until the eighties. A Bible Christian congregation in Lindsay built in 1872, at a cost of $8400, a white brick church on the east side of Cambridge Street between Wellington and Peel streets, the building occupied today by the Baptists. Their chief pastors during the next ten years were the Rev. Mr. Ayers, the Rev. Mr. Roberts, the Rev. R. T. Cornice and the Rev. Mr. Lambert. On

February 12 1883 the congregation voted to join the Methodist church and one Sunday morning in the following summer the membership marched up Cambridge Street in a body to be welcomed back into their ancestral fold Similar re unions of Methodist and denominations were being accomplished throughout Canada at this time and on Tuesday October 23 1883 a service of commemoration and thanksgiving was held in the Cambridge Street church

The congregation had by these amalgamations become uncomfortably large for the church building Alterations and additions were therefore made in 1888 Extensions were made on the north and south sides giving additional seating capacity for several hundreds A gallery was built around the north east and south walls of the interior and a pipe organ fronted by a choir loft placed in the west The pulpit was placed in front of the choir While this remodelling was in progress the congregation met each Sunday in the upstairs auditorium of the town hall The church was formally reopened on December 19 1888

The pastors of the Cambridge Street church since that time have been as follows —Rev Wm Williams D D appointed 1883 Rev T M Campbell 1891 Rev S J Shorey D D 1894 Rev Thomas Manning D D 1897 Rev Geo W Henderson D D 1900 Rev Geo J Bishop D D 1905 Rev J F Wilson D D 1908 Rev S J Shorey D D 1911 Rev A H Going 1916 Rev E Vat Tilson 1918

East Ward Methodist Church.

A second Methodist church functioning in the East Ward of the town is now forty three years old

For some time prior to 1878 the Rev James Greener a superannuated minister had been carrying on pastoral work in the East Ward on his own initiative No church of any denomination existed east of the river In 1878 the Mayor of the town Colonel Deacon gave Mr Greener a quarter of an acre of land on Bertie Street and Mr Greener on his own responsibility and at his own expense had a little wooden church built on it On the 17th of November 1878 the building was dedicated to the service of God

The Rev Mr Greener was followed by the Rev W A V Pallyson the Rev Thomas Culbert and the Rev G W Dewey In 1888 during Mr Dewey's pastorate a two-storey frame church veneered with white brick was built on the southeast corner of Queen and Caroline streets. The building was 58 feet long by 43 feet wide and had the main auditorium upstairs and the Sunday School on the ground floor The Bertie Street church was converted into a double dwelling house it was burned down on February 18 1892 A parsonage was built on St. Paul Street in 1889

The pastors since the time of the Rev Mr Dewey have been as follows —Rev Newton Hitt appointed 1891 Rev John W Tolton

1894 Rev James McFarlane 1897; Rev A J. Harvey Sirkis 1900; Rev H L Phelps 1904 Rev Jos. R Reed 1908 Rev David Balfour, 1910 Rev J S McMullen 1913. Rev C H. Cody 1917.

In 1926 steps were taken to put up a new church on the south west corner at Lindsay and Wellington streets On March 17 1921 a $25 000 building of red brick was opened by Dr Chown General Superintendent of the Methodist church in Canada

The Methodists in Lindsay total 2242

III Presbyterianism in Lindsay

The Presbyterian church comes third in Lindsay in point of seniority

About 1835 Itinerant Presbyterian ministers began to visit the hamlet and preach in one log home or another Prominent among these missionaries was a Rev Mr Moore from the Presbyterian church in Ulster The number of Presbyterian families increased during the next decade and in 1846 four years after Father FitzpatrIck had built his log chapel and the Rev John Sanderson his tiny frame Methodist church, the Calvinists determined that they too would have a place of worship A lot was secured from the government on the south side of Francis Street about mid way between Cambridge Street and Victoria Avenue, and a log cabin thirty feet long by twenty wide put up on the northwest corner of the property by a congregational bee Everything was very primitive No ceiling extended below the rafters The walls were logs rough hewn and plastered. Unlike the Catholics who had provided a rude altar and no pews the Presbyterians had at first no pulpit—not even a platform in fact—while the congregation sat comfortably on rough planks supported on cedar blocks Some time later Thomas Ray and Hugh Moore added a low platform and a pulpit and substituted hewn logs for the cedar blocks. The Crown Patent for the church lot was not secured until November 7 1848. It was issued by the Earl of Elgin then Governor-General of Canada to a board of trustees consisting of Samuel Smith, Andrew Hall, Duncan Fisher, John Dimont and Thomas Ray

For three years after the building of the church the congregation was entirely independent and looked only by occasional missionaries in 1846 it was taken in charge by the United Presbyterian church and connected with the Presbytery of Durham The presbytery gave such supply as they could for the next three or four years but it was not until 1850 that the Rev Gilbert Tweedie a Scottish of the United Presbyterian church was ordained and inducted as the first regular pastor in the log church His field of labor covered Verulam, Ops Lindsay, and Mariposa Duncan Fisher formerly an elder of Mount Pleasant and Thomas Ray, ordained by Mr Tweedie were the first elders.

The Coming of Disruption.

The congregation was, in its simple way peaceful and prosper-

ous ,and if matters had been allowed to go on according to the best wishes of the people the Presbyterian church in Lindsay would have had a very different history for the next few decades. However, the Celebrated disruption of 1843 ultimately reached Lindsay and rent the church asunder (had it not been for ecclesiastical interference from without. It is extremely doubtful whether any local differences would have produced the wide estrangement that afterwards existed. As it was, Mr Tweedie resigned in 1855 and several families withdrew from the log church to form the nucleus of a Free Church body which six years later became identified with the Canada Presbyterian church. The remainder of the original congregation continued in connection with the Church of Scotland. Thus to Lindsay belonged the honor of having established the first regular congregation of any denomination in the County. Both of these early churches struggled along through overwhelming difficulties.

For three or four years the Church of Scotland had no regular services in the log church. In 1858 the Rev William Johnston was inducted as their first minister. In 1858 during his pastorate, a brick church was put up on the French Street lot. Mr Johnston was succeeded in 1865 by the Rev J B Muir and on Sunday November 26 Messrs Neil McDougall, Thomas Robertson, and Godfrey McPherson were ordained as elders. Mr Muir was followed by the Rev Robert Dobie and he in turn in 1870 by the Rev J. Allister Murray of Mount Forest.

The Canada Presbyterians were likewise without services for some time after separation. In 1856 Mr Sharpe a colporteur was sent in by the Canada Presbyterian church to inquire into their state and prospects. He held some services in the old town hall on Cambridge Street (now Sleetal's Carriage Works) and in the Episcopal Methodist church building on Peel Street. In 1858 the congregation bought the northeast corner of Lot 2 on the south side of Peel Street just west of T. A. Fisher's present grocery store and on it built a church. Services were given by student missionaries and by members of presbytery from time to time. Such famous divines as the Rev Dugald Fraser and Dr Gilfillan preached here to their absolute days. Up to 1861 Thomas Kay was the only elder but in that year C Blackett Robinson, editor of "The Canadian Post" and Dr Tweedie, then practising medicine in Lindsay were added to form a session. In 1868 the Rev Mr Binny was inducted as the first regular pastor. He remained for five years. Then in 1873 the Rev Mr Hoskins was called and inducted but remained only a few months. He was succeeded in the latter part of the same year by the Rev E W Fasten, who continued as pastor for nearly two years.

The Church Reunited Once More.

In 1875 a notable event took place in the history of Canadian Presbyterianism when on June 15th the two sections of the church were happily reunited in accordance with the recommendation of

assembly that wherever there were two weak congregations they should if possible unite St Andrew's church on Francis Street and the Peel Street church at once proceeded to amalgamate Both pastors resigned and the united congregations became St Andrew's church Lindsay

All new worshipped in the Francis Street building On June 23 1872 the Rev James Heaslip of Prescott became the first pastor of the united church He was succeeded on June 17 1884 by the Rev Daniel McTavish D Sc who was chosen by the congregation even before his academic course was finished

The church edifice on Francis Street was now found to be far too small and new accommodation was sought In December 1885 Mr Wm Needler offered to donate a site on the southeast corner of William and Peel Streets and to make cash subscriptions that would bring his total contribution up to $3000 A canvass was made throughout the congregation who then totalled 286 and funds were raised to build an $18 000 church On June 7 1886 the corner-stone was laid by Dr McTavish A commemorative scroll was read by Mr J R McNeillie and an address delivered by the Rev G M Milligan of Old St Andrew's Toronto A hurricane which raged throughout the ceremony helped to make the occasion a memorable one The church was formally opened on Jan 2 1887 by Principal Grant of Queen's University It was evenly five feet long by sixty feet wide and was designed in the style known as decorated Gothic The architect was William Duffus of Lindsay who also planned the convent the Anglican church and the Collegiate Institute The sisters at this time were Thomas Ray James Waldie John Matthie John McLennan James Hamilton Andrew Robertson and James R McMillie The Francis Street building was now occupied for many years by public school classes and was demolished in more recent times to make way for dwelling houses

In November 1887 a manse was built on the southwest corner of York and Peel Streets just behind the church and was taken over by Dr McTavish On July 11 1889 he was succeeded by the Rev Robert Johnston B A a gold medallist in general proficiency in Arts at McGill University and a gold medallist also at the Presbyterian theological college at Montreal In 1895 the Rev J W McMillan B A of Vancouver was inducted During his ministry on January 21 1900 a new Sunday School building of white brick was opened just north of the church It was built by John Thorburn of Lindsay and had a seating capacity of 750

The Rev James Wallace M A LL D M D C M now of Renfrew succeeded the Rev Mr McMillan in 1902 The present pastor the Rev F H McIntosh has been in charge since 1918

There are 1237 Presbyterians in Lindsay

IV The Church of England in Lindsay

Fourth in order of seniority in Lindsay comes the Church of

England

The first service was held in 1858 in the old town hall by the Rev John Hickey, who had driven in as a missionary from Pemeleau Falls In 1858 the Revd John Virtues was appointed Incumbent and a 21 year lease secured from the government on the lot on the south side of Kent Street now occupied by the Post Office. Here in 1858 a large frame church in service for the next twenty six years was erected

Prominent among the church members at this time were William Stoughton W C Patrick W D Russell G M Rooke Wm Bell Dr Joshua Fidler Wm Grace, Revd Long John Thirkell Herbley Dunsford and John Bryans Messrs Stoughton Fidler Grace and Dunsford were among the early church wardens In early times Mr T C Patrick took a prominent part in the music of the church and his mantle fell later on Inspector J D Knight who was long organist and choirmaster

The Rev W T Smithell succeeded Mr Vicars in 1872 In 1881 the Rev Vincent Clemmitt was appointed rector with the Rev S Wesley Jones as curate in-charge The latter succeeded to the rectorship in 1884

In 1884 preparations were made to build a new church A Building Committee consisting of Wm Grace D Brown Thomas Walters Rev Weston Jones Adam Hudspeth and R L Bryans and a Finance Committee consisting of J H Knight, C D Barr Dr Burrows J R Southern and G H Hopkins were duly formed Mr Adam Hudspeth donated a church site of half an acre on the south side of Russell Street between William and Cambridge streets and the Finance Committee purchased a quarter acre of adjoining land with a view to putting up a school house and a parsonage at some later time The plans adopted were prepared by Messrs Stewart and Denison Toronto The contract for constructing the church was awarded to Messrs McNeely and Walters of Lindsay The corner stone was laid with Masonic honors on Dominion Day 1888 Most Worshipful Brother Hugh Murray of Hamilton Grand Master of the Grand Lodge of Canada officiated The completed church was dedicated on November 25 1888 by the Lord Bishop of Toronto and eleven assisting clergymen

The new church was built of white brick on foundations of Bobcaygeon limestone 110 feet long by 53 feet wide Ohio bluestone was used for the facings On the northeast corner was a tower fifty feet high surmounted by a spire sixty feet high The latter was finished off with a finial of hammered iron The front of the church was lighted by a large triplet window, 14 feet wide and 22 feet high There were seven windows in the main walls on each side and five clerestorey windows in the upper walls supporting the roof The rear of the church was built in a half-octagon shape and was lighted by three windows The seating capacity of the church was reckoned at 530 The price paid to the contractors was $14 859 27 As all the ex

pulpit here very heavily on the congregation, it was not until February 24, 1921, that the mortgage covering the church's debt was formally burnt.

The Rev. C. H. Marsh became the rector of this new St. Paul's church in 1887 and today, in 1921, is still the incumbent. The following curates have assisted him during his thirty-three years of service in Lindsay:—Rev. Wilson McCaul, B.A., now deceased; Rev. Carl Smith, of Brooklyn, N.Y.; Rev. Archdeacon Perry, of Hamilton; Rev. G. Dr. Hallam, Lecturer at Wycliffe College and Editor of "The Canadian Churchman"; Rev. Major Mellmarn, M.C.; Rev. J. Jones Church, Toronto; Rev. Kingstone; Rev. Bilkey, of Brantford; and Rev. C. R. Macconachie, who is still with him.

During the first year of Canon Marsh's sojourn in Lindsay a rectory house was built on the church lot and in 1906 a building with school house was added to the church lot at a cost of $15,000. In this the school house and church was put up at a cost of $2,850, was installed. In the same year a new pipe organ, costing $2,850, was installed. A rectory was built on the church property in 1914 at a cost of $7,000.

According to the last census, there are 1344 Anglicans in Lindsay.

V History of the Lindsay Baptist Church

The first local Baptist church was organized on Saturday February 28th 1846, when thirteen Baptists resident both in Lindsay and in Ops, gathered in a private home for church fellowship. These and in Ops, gathered in a private home for church fellowship. These and in Ops, gathered in a private home for church fellowship. These

was formally opened with a tea meeting on January 12, 1859. During the sixties great financial assistance was gratuitously given to the church by Mr William Craig of Port Hope. Generous and unfailing support was also given, and for nearly half a century by Mr. George Matthews a native of Birmingham, who joined the church in June 1867 and was a deacon from May 1872 until his death in 1914.

In 1871 the Rev John Cameron of Claremont became pastor. He was followed two years later by an Englishman, the Rev. Mr. Prosser. In January 1875 the Ops church members separated for business and the observance of ordinances and on August 23 1879 twenty one members were given letters of dismission and formed themselves into an Ops church. Various mutual arrangements have been made since that time with regard to pulpit supplies but the exchequers and communion rolls were remained separate and distinct. Baptisms at this time were performed in the Scugog River just above the River side Cemetery.

On March 9 1878, the Rev W K Anderson who followed Mr Prosser preached his first sermon to Lindsay. The Rev Mr Anderson continued in the pastorate for nearly fifteen years and was greatly loved by his people.

In 1885 negotiations were made for the purchase of the brick church and Sunday School on Cambridge Street vacated by the Bible Christians two years before on their amalgamation with the Methodists. Temporary occupation had already been conceded to the Salvation Army, under Captain Munt, but the zeal of that brief marchioness was fast evaporating. A bargain was finally struck between the Baptists and Methodists for a purchase price of $5974. Alterations were made. A new Gothic arch was cut through the wall in rear of the pulpit and an annex to which a baptistry was inserted built in rear. Gas was also introduced to replace the oil lamps formerly used. The old church was sold for $2100 and converted into a dwelling house. By October 1886 only $836 was still outstanding on the new church and George Matthews then church clerk promised to subscribe one-half of this amount if the church would raise the other half. The response was immediate and on November 19, 1886 a clear deed to the property was secured. A meeting for thanksgiving was held that same evening. The deacons at this time were Messrs Matthews, Richardson, Storer, Mitchell, and Hardley.

The Rev Mr Anderson was succeeded in 1892 by the Rev H Ware of Chatham. The latter was found dead in shallow water at Simpson Point on May 18, 1895. Subsequent pastors have been the Rev Ralph Trotter 1895-8, the Rev L. S. Hughson 1898-1903, the Rev G R Welch, 1903-1911, the Rev H Bryant 1911-1920, and the Rev F B Losey called in 1920.

The last census recorded 552 Baptists in the town.

VI The Salvation Army in Lindsay

The work of the Salvation Army was begun with a public meeting in the present town hall at eleven o'clock on the morning of

July 29 1883 Lieut. Fryer and Sergeant Brodyard opened the campaign and were reinforced on the following day by Captain Ware. Special meetings were then held for six weeks in Pella music hall on William Street.

A search for permanent quarters was soon made and a building site secured on Peel Street the present location. An old pioneer log cabin which stood on the lot was pulled down and cut into firewood. In April 1884 The citadel for the Army was built during October and November 1884 by T McWilliams. A spectacular street pooler ensued during the opening of the new building was headed by flaming lettered "A big John on the devil" The lot cost $1100 and the building $2900

The first permanent officers of the Army in Lindsay were Captain Glory Tom Calhoun and Lieut Freshnech James McGinley This early period of their local history was marked by demonstrative counduct, incomprehensible to the town and by unreasonable persecution on the part of the police The Army far example, determined to herald the incoming of the New Year in 1885 by a hallelujah procession and marched up Kent Street at 12 15 a.m.— beating their tambourines as one hostile editor put it The whole contingent was arrested and spent the night in the council chamber Their trial produced great excitement and the court room was so crowded that benches broke and several people were slinged against the coal stove Captain Calhoun was fined two dollars and his followers were dismissed with a warning On another occasion the Army band made a gratuitous instrumental assault on the town hall, marching round and round the latter while a public hand concert was in progress and challenging the secular program with clamor and fanfare of hymns The audience was put to flight by the excruciating chaos of sound In the eighties too a female lieutenant, native to Lindsay, was courtmartialled and drummed out of the Army for refusing to discard her bustle Still another young woman, Captain Bertha Smith while kneeling in prayer in front of a Kent Street tavern was brutally clubbed over the head by a zealous policeman and then given fifteen days in the county gaol for "loitering on the street" All these extravagances now seem very strange and far-off, for persecution has ceased and the Army has come to comprehend better the purposes of its venerable founder and has abandoned denunciation for zealous work amongst the submerged derelicts of humanity Discretion has caught up with zeal and much good work has been done

In March 1921 under the effective leadership of Captain Pace a new citadel was opened on the site of the earlier structure which had been found inadequate The cost of the new building was $15,000 It is a brick two-storey edifice of red brick built on standard army Plans The ground floor is a Sunday School known as the Junior Hall, and the second floor auditorium the citadel proper capable of seating 300 persons

The last census reported 116 Salvationists in Lindsay and the surrounding township

VII The Cemeteries of Lindsay

The tribes of Northern Europe from which we have sprung disposed of their dead by burial in the earth with various religious rites. This ancestral form of burial is still universally followed in Victoria County.

The first Protestant cemetery in Lindsay was on the block bounded by Francis, Sussex, Colborne and Albert streets, where the Alexandra school now stands. About 1840 a new plot was purchased on the hill-slope in the East Ward of the southwest corner of Durham street East and the town boundary. This cemetery was ready for interments on October 16, 1842. The grounds were unfortunately inadequate, and on August 24, 1870 the Riverside Cemetery Company was incorporated and threw open a necropolis of thirteen acres on the east part of the south half of lot 12 in the fifth concession of Ops, about a mile south of the town. The first board of directors comprised the following —President, J. S. McLennan; Secretary-Treasurer, Adam Hudspeth. Directors, D. Brown, E. Gregory, Joseph Watson, S. C. Wood, S. Bigelow and J. Hamilton. Bodies were transferred from the older cemeteries to this new field. In the bank of the Scugog Newspaper files record that on May 22 1874, a wagon, loaded with rotten coffins three tiers high and surmounted by a nondescript, tobacco-smoking driver, passed down Kent Street on its way to the new piece of burial. This cemetery is still in use.

The early Roman Catholic cemeteries were two in number, one where most of the villagers were buried, on Patrick Murphy's farm near the Murphy school-house (school section No. 1) four miles south of Lindsay, and the other on King Connell's Point. In 1848 Father Farrelly blessed a new cemetery on the western boundary of the town, opposite the end of Mary Street. This burial ground was abandoned in 1857 during Mgr. Laurent's incumbency, when a plot of 2½ acres on the west bank of the river south of the town was purchased for $2250 and greatly embellished.

Chapter XV.

Research into Pioneer Survival.

Racial stocks in Canada are notoriously unstable. All who have considered the question know that the original pioneer families in some sections of the country have almost completely disappeared. At the time of the tercentennial celebration at Quebec it was stated that only some 400 French-Canadian farmers could trace back their holdings to grants from the French Crown. Ontario though settled much later, makes a similar showing. In the township of Kingston, Frontenac county, only one farm remains with the family to which it was patented.

Great credit is due to those rare families. Their unbroken record of labor in a neighborhood makes them the real founders of its prosperity, and their ancestral tradition of occupancy gives them a love for their homes that makes for national stability.

Surviving Pioneer Families in Victoria.

The present writer undertook recently to discover what proportion of the original pioneer stock of Victoria is still to be found in the county. It was decided to treat only of those who originally received the land from the Crown. Permission was obtained to consult the Domesday books in the vaults of the Crown Lands Department at Toronto and a list of all the Crown grants to the County (some 4000 in all) was laboriously copied out. This list was then checked, township by township, and according to lot and concession, with a recent directory of the county. Two lists sorted out into alphabetical order, were then prepared for each township, one showing the names of the patentees whose descendants still hold the original farms and the other the names of the patentees still represented locally but not on the original farms. As many men received more than one parcel of land only the number of patentees (and not the number of patents) were taken into consideration. All cases of double and multiple grants were eliminated by checking.

The net results of this research work are shown in the table which follows. Column "A" represents the number of men in each township to whom land was granted. Column "B" records the number of original patentees whose descendants (through the male line) still hold the original farms. Column "C" shows the number of patentees whose descendants (through the male line) are still to be found in the township but not on the original farms. Column "D" is

the sum of "B" and "C," or the total number of pioneer patentees still represented in the county.

Township	A.	B.	C'	D.
Emily	46d	6d or 14%	14s or 32%	20d or 46%
Ops	24d	5s or 15%	6d or 26%	11d or 41%
Mariposa	41?	22 or 4%	47 or 46%	11? or 22%
Verulam	24s	2d or 14%	4l or 17%	6s or 17%
Fenelon	27s	1d or 7%	5s or 1d%	7l or 24%
Eldon	36?	5d or 14%	8s or 24%	16d or 44%
Somerville	14?	1? or 3%	1s or 1?%	3l or 23%
Bexley	6d	0 or 0%	7 or 1d%	7 or 10%
Laxton	14?	2d or 14%	0 or 0%	3d or 24%
Carden	20d	4l or 20%	4? or 20%	8d or 40%
Dalby	6l	8 or 14%	9 or 1d%	17 or 24%
Dalton	11?	0d or 17%	3d or 17%	4d or 37%
Totals	282d	34? or 1d%	0d9 or 2d%	68l or 4d%

Remarks on the Statistics.

Investigation thus shows that over one-third of the patentee pioneers of Victoria are still represented in the county by their descendants to the male line. The additional instances where their blood persists through their female descendants intermarriages with other families still found locally would doubtless, if it could be traced, raise the proportion of pioneers surviving to over one-half. Further, many of the penniless unrepresented were land speculators and beneficiaries of grants to U. E. L. descendents who did not settle on their lands but sold out later to others who did occupy permanently and of list of such pioneers by private purchase would raise our figures still higher but its preparation is, unfortunately impracticable.

The book 1 de statistics for patentee survivals through the male line as above shown are however in themselves sufficiently remarkable. A record of 34? patentee families in a single county persisting for the better part of a century is most unusual in Ontario.

Close inspection of the individual townships brings out illuminating differences in their records.

Emily was the first municipality thrown open for settlement and it has the highest number of surviving families. There are 46 actually on the same terms and 20? or nearly one-half of the original total still in the township. The solid nucleus of this survival is the band of 142 families of Irish Roman Catholics who came in with the Robinson Immigration of 1825 and settled in the northern concessions of Emily. Most of these families still persist. It might also be noted that Humphrey Pixley, the first settler in Emily no 1 therefore in the whole county is still represented on Lot 1d, Concession 1 the original holding.

The original settlers of Ops were largely of the same Roman Catholic Irish stock (though only partially of the same immigration) and have shown the same phenomenal stability.

In Eldon the patentees were chiefly Scotch and chiefly from Argyleshire. The degree of persistence here exceeds that in Ops and almost equals that in Emily. Practically every surviving patentee family is Scotch.

Mariposa, Fenelon and Verulam were taken up piecemeal by English and Irish Protestants. The record in these townships has been somewhat spoiled by land speculators but even so it seems as if their pioneer stock had lacked the coherence of the more homogeneous settlements in North Emily, Ops and Eldon.

Bexley and Somerville were opened up much later than the six southern townships and the rest of North Victoria much later still. Some patents in North Victoria are even dated in the present century. Comparison with South Victoria townships is therefore very unequal. If such a comparison be undertaken it will throw into even better relief the remarkable stability of South Victoria and of the same time betray the essential non agricultural character of the northern townships. In Bexley (the first northern area to be opened) not one farm remains with its original owners. In the other townships the proportion ranges from one-eleventh to one-fifth. No figures are given for Longford as that township was not patented to settlers.

Persisting Pioneer Families in Emily

There now follow lists for each township of (1) the actual pioneer patentees who are (2) represented on the original farm and (3) represented otherwise in the same township. In the former list the farms are indicated. The concessions are shown in Roman numerals and the lots in Arabic numerals.

The farms of the following 93 Emily pioneers were granted to them by the Crown and still remain in the same family:—Megan Begley X 18; David Best I 12; Henry Best I 13; James Bate V 24; William Bate V 22; John Callaghan XIII 9; Patrick Callaghan VII 7; John Carroll VII 16; Timothy Carroll VII 18; Martin Carroll VIII 1; Michael Costello X 1; Timothy Dorgan XI 14; Bartholomew Downey IX 9; Thomas Fee, V 12, William Fee V 13; Humphrey Finley I 15; Dennis Fitzpatrick VIII 12; James Flaherty IX 22; Thomas Flaherty IX 22; Daniel Flynn IX 10; Michael Flynn IX 10; William Ford II 9; George Franks, VII 22; Martin Herring-ton XI 6; Timothy Heenan XII 3; Patrick Herlihey Sr. XII 14; Patrick Herlihey Jr. XII 14; Patrick Hickey X 19; Michael Houlihan XII 7; Henry Jackson II 16; David Kennedy XIII 3 and XIV 2; Wm Kennedy XIV 2; Wm Laidley IV 5; James Madigan XII 16; Michael Madigan XII 13; John Milloy VIII 5; Peter Milloy VIII 3; John Mitchell IV 13; Timothy Morrisey X 17; Patrick Murtha XIII 12; Edward Morrisey IX 14; Michael McAuliffe IX 20; John McCar-

rell, III 13; John McFosters, XIV 17; William McOakley, XII 2; Samuel McGee, II, 10; Arthur McQuade, V 5; Edmund O'Connell, VI 23; John O'Leary, IX ..., Richard Padget, XIII 9; Barthelomew Riggin, XI 2; Daniel Pigott, XI 5; Edmond Piggot, X 4; John Scully, VII 2 and 3, IX 2; Charles Shaw, IV 3; Henry Skeahn, III 17; John Smith, XIII 6; Dennis Sullivan, VII 29; John Sullivan, XII 21; Tobias Switzer, V 18; John Toole, II 4; Daniel Winn, VIII 2; Robert Winn, VIII 1.

The family names of the following 146 original patentees are still to be found in Emily but not on the original farms:—Edward Bailey, David Balfour, James Balfour, William Barrett, James Best, John Best, Wm. Best, John Blackwell Wm. Bradley, Cornelius Callaghan, Jeremiah Callighan, Samuel Carew, Thomas Carew, Edmond Callaghan, Charles Chambers, Patrick Chaney, John Clark, John Collins, Michael Collins, Dennis Connell, George Connell, John Connell, Patrick Connell, Samuel Cottingham, William Cottingham, Samuel Davidson, Daniel Donoghue, Dennis Donoghue, Maurice Donoghue, Jno. Dorgan, Francis Duffy, Thomas Elliott, Robert English, William Elliott, Henry Fee, Samuel Ferguson, Daniel Fitzpatrick, Patrick Fitzpatrick, John Flynn, Terence Flynn, Michael Flaherty, Patrick Flaherty, John German, Hugh Graham, Abraham Groves, Thomas Groves, David Gulry, Sarah Hamilton, Abraham Henderson, David Henderson, Thomas Henderson, James Henderson, Robert Henderson, William Henderson, Dennis Hennessy, Dennis Houlihan, Wm. Houlihan, Anthony Hurley, Thomas Houlihan, William Irwin, John Jackson, Michael Jackson, Robert Jamieson, Andrew Jamieson, Samuel Jamieson, Henry Jones, Hugh Jones, Humphrey Jones, Adam Jones, James Jones, John Jones, Robert Jones, James Laidley, James Lang, William Lang, John Latchford, Michael Lowes, Richard Lowes, Geo. Miller, John Miller, Wm. Miller, Joseph Mills, Wm. Mills, John Magee, George Mitchell, James Mitchell, Jeremiah Mitchell, Robert Mitchell, Thomas Mitchell, Wm. Mitchell, Zachariah Mitchell, Henry Moore, John Moore, James Moore, Thomas Moore, David Mulcahey, Michael Mulcahey, Wm. Mulcahey, James Murray, Peter Murtin, Martin McArdle, Edward McCall, Isaiah McCall, James McCall, James McCarrell, Robert McCarrell, Wm. McConnell, Anthony McDonald, Wm. McMullen, Dennis O'Connor, Neil O'Donnell, Francis O'Leary, Samuel O'Leary, Timothy O'Leary, Patrick O'Neil, George Padget, Wm. Parker, John Pegue, Ethn. Patrick, Wm. Piggott, Michael Powers, John Reilly, Mark Robinson, Samuel Robinson, David Rowan, Thomas Rowan, Robert Sherlo, Edward Sullivan, Michael Sullivan, Adam Thornton, David Thornton, John Thurston, Wm. Thornton, Jabez Thurston, Wm. Thurston, John Twomey, Maurice Twomey, Ridpath White, Richard White, Wm. Wilson, Samuel Winn, Wm. Winn, George Winn, Henry Winn, Simeon Wright.

Surviving Pioneer Families in Ops.

Descendants of the following 56 pioneer patentees in Ops still

held the original farms today:—Robert Maylock, XI 5; Francis Brady, V 6; William Brady, V 6; Owen Carlin, VI 9; Arthur Collins, IX 15; John Connell, III 7; Wm. Corley, IV 20; Charles Cornell, XI 7; Andrew Costello, I 23; John Cruickshank, I 19; Patrick Cunningham, VIII 13; Jas. Deyell VIII 4 and 5; George Downey, VIII 6; Timothy Finnegan, II 23; James Graham, II 24; Wm. Graham, I 24; Peter Grennan, VI 8; Abraham Hartley, X 18; Sampson Hazelton, II 31; Thomas Hawkins, VIII 8; Joseph Hickson, IX 9; John Hickson Sr., IX 8; John Hickson Jr., IX 8; Timothy Hogan, IX 19; Samuel Jamieson, VII 8; Patrick Lee, III 27; Thomas Lee, VI 5; John Logie VII 2; Innes Moynes, II 28; John Murphy, V 11; Michael Murphy, V 11; Roger McHugh, V 14; Patrick McHugh, III 5; Michael McCabe, VII 3; David McGahey, VI 14; Wm. McGinnis, XI 21; Alex. McNeil, III 26; Elizabeth Pogue, X 1; James Pogue, XI 2; William Pogue, I 16; Charles Peel, XI 19; Thomas Ray, III 15; James Rea, X 6; William Rea Sr., X 6; Joseph Reynolds, VII 5; Robert Reynolds, VII 5; Wm Reynolds, VII 5; Thomas Robertson VI 15, Edward Shaw, XI 2, Richard Shaw IX 5; John Shea V 8; Mary Shea, V 8, Edward Tully V 18, Peter Tully V 9 and 18, John Walker VII 15, Ben Jamin White, X 25.

The following 48 patentees families are represented but not on the old farms:—Thomas Bell, Philip Bennett, Wm. Best, James Blackwell John Blackwell, Wm. Blackwell Michael Brady Philip Brady, Garrett Brock, Samuel Brown Charles Burke Elizabeth Burke Patrick Burke Robert Clarke Catherine Collins, Timothy Collins, Richard Connor, David Cornell, James Crichton James Cunningham John Cunningham, Jeanne Curtin John Ellis, Philip Porrelly Daniel Finnegan Patrick Finnegan Duncan Fisher Patrick Fitzpatrick Robert Finnegan John Graham, Andrew Hall James Hall Cornelius Hogan, James Hogan John Hogan, Patrick Hogan, Martin Hogan Richard Houghton Alex Hunter, Francis Hutton, James Hutton George Jackson John Kennedy James Kerr Wm Jackson Patrick Lee William Logie John Lynch William Lynch James Maloney John Maloney, Thomas Miller Dennis Murphy Samuel Magahey Andrew Magee Francis McCabe, James McCabe Patrick McCabe, Bernard McGeough Charles Naylor, John Naylor John Nugent Thomas Nugent Maurice O'Connell, Patrick O'Connell, Samuel Parkin John Peel, James Powers Michael Quillan David Ray Thomas Rea William Rea, James Reid, Wm Robertson, Thomas Robinson Jeremiah Scully James Shea Thomas Sinnott John Sloan, Robert Thorne Daniel Twohey Dennis Twohey James Twohey John Twohey Thomas Twohey, James Walker, Ann White George Wilson, James Wilson

Patentee Survivors in Mariposa.

The farms of the following 22 Mariposa pioneers are still held by their descendants:—Hugh Cameron III 9 John Campbell, XIV 10 Kenneth Campbell, XIV 10, Wm Clark XV 2, Wm. Copeland,

XIII 6; Hugh Dundas, VIII 22; Stephen Dundas, VIII 23; Wm. Eakins, VI 22; Robert Edwards, I 16; John Ferguson, V 2; Archibald Glenny, V 17; Samuel Kirkland, X 10; Daniel Lee, XI 15; Malcolm McArthur, XV 16; Andrew McKay, XIII 18; Donald McKinnon, II 3; Norman McLeod, XV 5; William McLeod, XV 9; Andrew McPherson, XI 9; Thomas Smith, I 9; Charles Truax, VII 2; Wm. Wright, XII 6.

Descendants of the following 37 patentees are found on farms other than those originally granted by the Crown; Harry Armitage, Jesse Armitage, David Bowen, John Black, Abraham Bowes, Hollis Bowen, John Broad, George Brown, Peter Brown, Samuel Campbell, Donald Campbell, Hugh Carmichael, Donald Carmichael, Aaron Choate, Jacob Choate, Nathan Choate, Thomas Choate, Ira Clarke, Paul Cole, Archibald Currie, Thomas Clarke, Samuel Davidson, John Davidson, Seymour Dean, Theodore Dean, David Dundas, Henry Dunn, James Emmerson, Asa Ferguson, Malcolm Ferguson, Martha Ferguson, Neil Ferguson, Robert Foster, Wm Galloway, Robert Glenny, Edward Graham, Elizabeth Grant, Hector Grant, Reuben Grant, James Hall, John Hall, Matthew Hescock, Gilbert Harris, Robert Irwin, Stephen James, Benjamin Johnston, Thomas Johnston, Amos Lake, Francis Lees, Richard Mark, Samuel Metherell, Bartholomew Mitchell, Christopher Mitchell, Jacob Mitchell, Donald McDonald, Jane McDonald, James McElroy, Malibar McKay, John McKinnon, Neil McKinnon, Angus McLean, John McLean, Norman McLean, John McKague, Susan McTaggart, Duncan McTaggart, Robt McNab, Aaron Nichols, James Nicholls, Nathan Nicholls, Robert Nicholls, Austin Noble, Wm Patterson, Peter Phillips, James Payne, Wm. Richardson, Asa Rogers, Joseph Rogers, Joseph Russell, John Scott, Sarah Sinclair, George Sowden, John Spark, Lewis Styles, Joseph Tinney, John Thompson, James Tobin, David Tripp, George Wallis, Samuel Webster, Wm Webster, Jacob Whitcomb, Hannah Williams, Edward Wilson, Lorenzo Wilson, John Wylie, Isaac Yerex.

Patentee Survivors in Verulam

The following 38 Verulam patentees are still represented on their original farms:—Wm Brandon II 30, Wm Brown, VII 3; John Davidson, IX 4; John Duggan I 25, William Elliott, VI 23, Wm Fleitgram, VIII 20 and 21, John Jacklin, III 14, Wm Kennedy, II 3, 4, John McDonald, V 4; James McPeeters, VIII 1; James Prescott, VIII 28, Joseph Ray, I 14, Alexander Robertson, V 8, Robert Robertson, V 10 and 11, Irwin Simpson, IX 2, Thomas Steele, VIII 6, 7, Henry Thurston, II 5, Jonas Thurston, IV 2.

Descendants of the following 17 patentees are still in the township but not on the original farms:—David Ball, Thomas Beatty,

Alexander Hall, Henry Brandon, John Brandon, James Brooks, Mary Coulter, John Crowe, Edward Davidson, Henry Devitt, John Devitt, Thos. Devitt, Wm. Devitt, Andrew Finley, Robert Graham, Patrick Henderson, David Hunter, Garner Hunter, John Hunter, James Junkin, Lancelot Junkin, Edward Kelly, James Kennedy, David Lamb, John Lamb, David Loag, Wm. Loag, Lewis Meyers, David Murdock, James Murdock, Hugh McCallum, James McCallum, Peter McDonald, Robert Parker, Edward Prescott, Andrew Robertson, John Symonds, John Taylor, Christopher Thompson, George Thompson, James Thurston.

Fenelon Township Patentee Survivals.

The following 19 Fenelon patents are still in the original hands:—James Bate, V 6; Dougald Brown, IV 20; Amos Coates, I 8 and 9; John Cook, VI 3; Wm. Hall, III 3; John Hay, X, 6; Charles Hore, X 3; John Irwin, XI 5, Josey Littlestone, IX 19; Angus McFadyen, III 15; Randal McFadyen, III 18; Donald McKenzie, VI 1; Archibald McNeevin, V 21; Robt. McNeevin, IV 20; Elias Palmer, VI 24; Thomas Smith, III 19 and 20; Robt Tompkins, III 4; David Scott Wallock, VII 14

The following 53 patentees are represented on farms other than their own original holdings:—Alexander Boggs, James Brien, Thomas Brien, Francis Brown, Donald Campbell, James Campbell, John Chambers, Benjamin Clark, John Douglas, William Ellery, John Daniel, William Ellis, Ralph Faulkner, Samuel Faulkner, Duncan Graham, Thomas Graham, Wm. Graham, Andrew Hall, Edward Hamilton, Andrew Hamilton, Francis Hay, James Hay, George Irwin, James Irwin, Robert Irwin, Wm. Kennedy, Martin Lee, Wm. Merch, John Moffatt, Isaac Moynes, Thomas Moynes, John McArthur, John McLarrell, Colin McFadyen, Mary McKay, Isabella McKenzie, Donald McKinnon, Alexander McNabb, Hiram Nelson, Thomas Oakley, Margaret Patton, Henry Powell, John Powell, Margaret Powell, Thomas Rea, Dugald Sinclair, Richard Smithson, William Smithson, Thomas Tomblyn, Robert Thompson, James Wallace, Robert Wilson, Joseph Worsley, George Wright.

Eldon Township Patentee Survivals.

The following 88 Eldon patentees families still persist on the original farms:—Mary Black, XI 17; Neil Brown, IX 19; Alex Cameron, VI 25; Alex Campbell, II 12; Archibald Campbell, II 12; Donald Campbell, V 20; Neil Campbell, II 9; John Ferguson, XI 15; John Fraser, VII 22; Charles Fry, SER 65; John Gillespie, VII 11; Thomas Graves, X 25; Angus Logan, X 20; Thomas Lyons, V 6; Moses Mitchell, NPR 79; Roger Moran, X 12; John Morrison, VI 26; James McAlpine, II 8; Duncan McArthur, V 3; John McArthur, VIII 7; Peter McArthur, VII 7; Duncan McCarquodale, I 2; Allan McEachern, III 11; Archibald McEachern, II 22; Donald McEachern, V 15; Dugald

McEachern, IV 10; Duncan McEachern, III 16; Hugh McEachern, IV 7; Lachlin McEachern, X 24; Malcolm McEachern, II 11 and 15; Neil McEachern, II 14; Neil McEachern VI 6; Neil McEachern, VII 2; Neil McEachern, VIII 24; Ronald McEachern, II 29; Wm. McEachern, VIII 24; Ronald McDonald, II 23; John McDonald, III 19; Donald McFadyen, II 17; Samuel McFadyen, X 8; Duncan McGillvary, SP. 12; John McGillvray, VII 23; John McInnis, VIII 16; Malcolm McMillan, VIII 6; Neil McNab, IX 20; Duncan McPherson, IV 4; James McPherson, IV 4; John McRae, VIII 25; Jno. McRae, SP. 30; Joan Nicholls, SP. 21; Spence, X 2; Wm. Taylor, XI 23; John Torrey, V 16.

The following 39 patentees are represented on farms other than those originally held:—John Bell, Duncan Brown, Frederick Brown, Angus Cameron, Archibald Cameron, Donald Cameron, Ewen Cameron, Duncan Campbell, John D. Campbell, James Campbell, Hugh Campbell, George Campbell, Peter Campbell, William Campbell, John Collins, Walter Coulter, Wm. Dixon, Wm. Dunn, Angus Ferguson, Alex. Ferguson, Israel Ferguson, Donald Fraser, Duncan Fraser, Hector Fraser, John Fry, Donald Gilchrist, James Gilchrist, John Gilchrist, Alex. Gillanders, Dugald Gillespie, John Gillies, John Gilmour, Donald Grant, Finlay Grant, John Grant, Roderick Grant, Wm. Grant, Dougald Mathieson, Wm. Mitchell, Alex. Munro, James Munro, Malcolm Munro, John Murray, Neil Murray, Alex. McAlpine, Donald McArthur, Murrayel McCorquodale, Angus McCuaig, Angus McDonald, Donald McDonald, Finlay McDonald, Neil McDougall, Eachern McEachern, Farquhar McEachern, John McEachern, Kenneth McEwan, Peter McEwan, Archibald McFadyen, John McFadyen, John McInnes, Allan McInnis, Donald McInnis, Alex McIntyre, Angus McIntyre, Archibald McIntyre, Andrew McIntyre, John McIntyre, Alex. McKay, John McKay, Alex. McLean, Hector McLean, John McLean, Angus McLeod, John McMillan, Duncan McNabb, Archibald McPhail, Andrew McPherson, Lachlan McQuarrie, Donald McRae Duncan McRae, Farquhar McRae, John Smith, John Sutherland Jr, John Sutherland Sr, John Thornton, Wm. Walker, Wm. William, Richard Uncles.

Patentee Survivals in Somerville

The following 15 patentees farms in Somerville remain with the original families:—Ralph Byrne, VIII 3; John Coulter, II 2; Wm. Cundill, FR 12; George Eades, II 24; John Fell, I 15-14; Edward Hopkins, I 7 and II 6; Wm. Mason, FR 10; Donald Murray, FR 13; Thomas Smith, I 12; Isaac Watson, FR 6; James White, FR 35; An-

draw Wilson, XIII 7 William Young VII 1

Descendants of the following 18 patentees are in the township but not on the original holdings.—James Blackwell Benjamin Burchasell George Cavanagh Joseph Eades Christopher Fell Amos Ferencliffe Ferere James Mitchell Alex. Murray Thomas Murray Robert Eli Ferere James Mitchell Alex. Murray Thomas Murray Robert Magakey Henry McGee, Roderick O'Brian Alexander Rettie George Ramsey Richard Stewart, John Taylor James Umphrey

Survivals in Bexley

No farms in Bexley remain in the original hands The following 7 patentees are however represented elsewhere in the township.—William Dawson Richard Harrison Lois Johnston James Lytle William Lytle William Moore Donald Murray

Laxton Township Survivals.

The following 24 Laxton patentees are still represented on the original farms.—Augustus Angers XI 3, Gideon Bailey III 1, Mary Bailey IV 7, Alexander Boyce XI 12, Peter Burgess IV 11, Edward Butterworth 1 3 and II 4, James Campbell VIII 7, Edward Conmeerford III 13, Edward Elson VII 7, Michael Foley I 13, Frank Here XI 1, Richard Hoskin XI 11, Elizabeth Martin IX 6, George Martin VIII 1, Jesse Parkin IX 12, C M Perkins XI 9, John Perkins XI 8, Wm Perkins XI 10, Edward Ryan V 5, Henry Smith Wm Winterburn VII 11 Cornelius Sullivan III 10, 11, James Wakelin IX 2, Isaac Wicks X 11

The following 6 patentees are represented on farms other than the original lots.—George Adair, Jesse Adair, George Armstrong, John Butterworth John Commeerford John Elson, James Gunn, Albert Southern Daniel Staples

Survivals in Carden

The following 41 Carden patentees farms are still held by their descendants.—Mary Ann Perrell VII 4, Edward Burke IV 2, Patrick Cronin VII 1, John Chrysler IV 18-17, Moses Dack III 12, Thomas Dack, III 13, Robert Dack III 13, Daniel Day I 22, Isaac Day 1 23, Joseph Deverell VI 21-22, Charles Duggan X 1, John Finn VI 5, Wm Finn VI 6, George Fox III 16 Wm Holton IX 11, Robert Irwin III 15, Wm Ivory III 15, James Jacob VIII 12, George Jarrell IV 23, Patrick Moran II 7, John Mullaley, IX 14, Thomas Mullaley IX 13, John McCrackin VI 23-24, Rebt McCrackin VI 24, Francis McElroy, V 3, Andrew McNab I 21-22, Jas McNab III 3, Daniel McNamara, VIII 5, Luke McNaney, IX 5, Pat McNaney IX 8, Michael McNulty, V 4, Adam McPeak IV 19, John Scott I 5, Edward Sheehy VI 2, John Teel, IX, 12, Artemus Thompson I 15, Solomon Thompson I 16, John Turner VIII 2, James Wetherup IX

26; Nicholas Whalen, IV 4; John Wilkin, IV 32.

Descendants of the following 42 patentees have changed farms within the 7 townships:—Wm. Aiton, John Barrett, David Burk, Elizabeth Chrysler, Thomas Crawford, Asel Day, Joel Day, John Daverill, John Drury, James Drury, Murty Duggan, David Finn, Michael Finn, Caroline Foley, Daniel Foley, James Foley, Michael Foley, Alex. Graham, Andrew Graham, Hugh Graham, John Holder, Caleb Martin, Ann Ely Moran, John Murphy, Michael Murphy, Joseph McCrackin, Charles McDonald, Hector McDonald, Margaret McDonald, Patrick McGee, Colin McNab, John McNaney, James McNulty, John O'Connor, John O'Donell, James O'Neill, John O'Neill, Thomas Preston, Perry Teel, Franklin Thompson, Andrew Wylie, Thomas Wylie.

Digby Township Survivals.

The following 3 patentee farms in Digby remain in the original families:—Daniel Foley, I 34-36; Thos. H. Goodhu, I 14-17; Robert Muir, III 37; Kenneth McDonald, II 33; James McFadyen, IV 27; Patrick McFadyen, IV 28; Francis Reid, III 34-36; James Suter, IV 35-36.

The following 9 patentee names are still represented but on other farms:—John Bailey Alex McDonald, Andrew McDonald, Daniel McDonald John McDonald Neil McDonald Edward McFadyen Richard Peel Robert Tufts

Survivals in Dalton Township.

The following 24 Dalton patentee farms are still in the original families:—Christopher Adams I 12, Thomas Brooks, XIII 28, John Campbell XI 16 17, John Carter III 28, Wm Chrysler I 11, Wm Elridge VII 24, John Fleming IV 21, John Gilmore, II 1, Frederick Reid VIII 24, James Kett, VII 28, Thomas Justin IX 28, Charles Marton VIII 21, Wm McCutcheon XIII 17 21, Alex. McFadyen III 12, Robert Stein XI 9-10, Henry Stewart I 7, Joseph Thompson III 14-17, Nancy Turner, IV 26 27.

The following 30 patentees are represented on farms other than the original holdings:—Wm Adams Thomas Breden, Samuel Cornish, Alexander Cathcart, James Cathcart, Thomas Cooper John Dewell, Robert Fleming Edward Gardiner, James Johnson Alex Montgomery George McLetish John Oxby Henry Powell, John Reid George Sandford Isaac Snider, Robert Young William Young, Aaron Snider

Chapter XVI.

Biographies From Past and Present

Victoria county is as large as ancient Judea and larger than Attica. Remembrances of that race and of the marvellous achievements of the Jews and Athenians should give us a non-parochial perspective in which to view the modest record of our own race and locality.

There follows below a list of 140 brief biographies representative of the county's citizens during the past century. There are doubtless flagrant errors of omission and judgment. For the former lack of space is responsible, for the latter the author. None of the persons selected has been approached in any way and the record (based on press and similar sources) therefore lacks the invalidation of cash subscription on which all modern manuals of current biography are honed.

The first impression given by the list is that the native-born are few but eminent. Fewer than one fifth have been born in Victoria county but most of that minority have been far more distinguished on the whole than nearly all of those who removed here from elsewhere. In the academic world we have the records of Edward Kylie Frederick Smale, John F McLaughlin and R J McLaughlin. Dr Alex arder Ferguson and Dr Robert Curtis reached the very foremost rank in surgery. Pat Burns and Sir William McKenzie have excelled in the world of finance. John Campbell and Samuel Cornell have left their record in scientific husbandry. W A Sherwood was an artist of note. And F F McElroy and Michael Spratt became Roman Catholic Archbishops. Few of the county's foreign-born citizens measure up to these native-born.

The second impression is that these native-born have had to leave their home county in order to secure recognition and distinction. Out of 53 federal and provincial members elected between 1867 and 1917, for example, only 2 (George McHugh and John Carew) were born in Victoria. The professional, industrial and municipal life of Victoria shows a similar dearth of the county-born. The county's best individual records have been made abroad. Honor at home is traditionally non-existent.

List of Condensed Biographies

Anderson, John (1830-1902).—Furniture maker. Born in Lanark Co. of Scottish parents. Married Jane Rankin. Furniture business first in Oakwood and after 1852 in Lindsay. Reformer.

Baker, Charles Leon (1818-1918).—Merchant. Born in Quebec

Barr, Charles M. (1848).—Born near Brockville, Ont. On staffs of Montreal Gazette and Toronto Globe, 1873, purchased the "Canadian Post," Lindsay. Past President Canadian Press Association. 1891, appointed Registrar of Deeds for Victoria county.

Barron, John Augustus (1850).—Judge of the County court, Upper Canada College, and Eleanor Thompson. Married Elizabeth C. Dunsford of Lindsay. Two sons, three daughters. Called to the Bar, 1873; practised in Lindsay. Liberal member for North Victoria in House of Commons, 1887-1892. Q. C., in 1888. Appointed to the bench, 1897.

Beall, Thomas (1826-1912).—Merchant. Born in Cavanville, Kingsland. Settled in Whitby, Ontario, 1860, opened jewelry business in Oakwood, 1862, transferred to Lindsay. Married Mary Ann Hicks. One son. Prominent in fruit-growing, 1879, won medal for grapes at Dominion Exhibition. Prominent in South Victoria Agricultural Society and Ontario Horticultural Society. Conservative, religion Methodist.

Ball, Alexander (1800-1869).—Veruham pioneer. Born in Forfarshire, Scotland. Married Miss Ann Strother. Lived to age of 103. At his death had 142 living descendants.

Bell, George (1820-1891).—Verulam pioneer. Held many township offices. In 1865 ran unsuccessfully as Liberal Conservative in East Victoria. Asst. fire ranger for 20 years. Four sons, one daughter.

Bigelow, Obadiah (1834-1912).—Miller and merchant. Born in Tecumseth, Ont. In 1844 brought to Lindsay by his father, Hiram Bigelow. 1857 married Lavina Davidson of Mariposa. One son, one daughter.

Bigelow, Silas (1830-1893).—Merchant. Brother of foregoing and in partnership with him. 1854-1877. In 1883 married Lydia Bateman. Two sons, one daughter.

Blackwell, John (1772-1878).—Pioneer. Born in Limerick, Ireland. In 1793 married Miss Leeward of Limerick. Settled in Emily. 1825 and moved into Ops. 1835. Died aged 106, leaving 141 living descendants. Wesleyan Methodist.

Boyd, Monsom (1815-1883).—Lumberman. Born to India. 1838 settled near Bobcaygeon. Married (1) Caroline Dunsford who died in 1857 leaving 5 children, and (2) Letitia Cust who died 1881, leaving two children. Farmed 1838-42. Moved to Bobcaygeon and bought up Thos. Need's mill which ultimately became a huge concern. Active advocate of Trent Canal. Unsuccessful Conservative candidate in election of 1874.

Boyd, William T. C. (1850-1919).—Son of foregoing. Later partner in business. Several times reeve of Bobcaygeon. Three sons (all deceased) and three daughters.

Britton, Charles (1817-1914).—Merchant. Born Fort Hope, son of Jeremiah B. Came to Lindsay with father 1827. Two sons, two daughters.

Britton, John Wellington (1814-1895).—Brother of C. B. Took part in California gold rush of 1847. Great hunter.

Kread, Thomas (1826-1905).—Born Cornwall England 1846 married Elizabeth Symons Three sons four daughters 1880 came to Canada 17 years on Mariposa township council Many years J P and ex county councill

Kread, John (1830-1901).—Born in England 1857 settled near Little British Tailoring general store postmaster for 27 years

Browne, David (1823-1897).—Born Tyrone Ireland 1844 opened store in Lindsay Member of first town council 1857 Collector of Customs 1873 97

Burns, Pat (1836).—Multimillionaire rancher and meat magnate Born near Kirkfield 1878 went to Manitoba 1889 founded ranches and meat business at Calgary 1891 married Eileen Ellis of Victoria, B C One son Liberal 1916 honored by the pope by being made Knight Commander of the Order of St George the Great

Burrows, Palmer M D (1841-1908). — Born Ottawa. Married Charlotte Needler One daughter Medical health officer of Lindsay for several years

Cameron, William, (1838-1900.) — Born Argyleshire Scotland Brought as boy to Mariposa Held many municipal appointments of most conspicuously from 1879 to 1900 Home at Woodville after 1882 Seven children Presbyterian Liberal

Campbell, John (1847-1914).—Born on Fairview Farm Mariposa. Married daughter of John McKay of Woodville No children International fame as farmer and stock breeder 1884 gold medal for having best farm in Ontario Best sheep breeder on the continent Swept all best farm in Ontario Best sheep breeder on the continent Swept all exhibitions in U S A and Canada Independent Liberal Patrons of Industry candidate 1894 Presbyterian elder.

Campbell J B. (1824-1891). — Pioneer surveyor etc Lived chiefly at Fort Perry and Kinmount Unsuccessful Liberal opponent of John Fell in East Victoria

Carew, John (1862).—Lumberman Born Emily township, son of John Carew and Jane Wilson 1888 married Margaret Kelly of Red Rock. Three sons five daughters. President John Carew Lumber Co Ltd President Lindsay Central Exhibition Member for South Victoria in Ont Legislature 1914-1919

Chrysler, John (1830-1910).—Farmer Born Pennsylvania 1833. Settled in Carden 1861 married Elizabeth Jane Plews of Cardon. Four sons two daughters. 25 years on township council Methodist

Connolly, John (1827-1902).—Ops farmer Born near Ballibofey Ireland Nicholas Connolly of Tipperary Many years reeve of Ops Unsuccessful Liberal candidate for Dominion elections Seven sons nine daughters Roman Catholic

Cooper, Joseph (1826-1910).—Printer and journalist Born in Kilnis county Mayo, Ireland 1847 crossed to U S A. 1856 founded the Omemee Warder 1866, transferred it to Lindsay as the Victoria Warder Sold to Edward Flood 1877 Later to 1883 founded Lindsay Warder Sold to Edward Flood 1877 Later to 1883 founded Lindsay Watchman which he sold to George Lytle 1892, married Jane Baird. One son two daughters

Cornell, Samuel (1836-1894.)—Insurance agent and scientific

ophist Born in Ops Taught school in Ballyduff, Omemee and Millbrook 1868 retired to Lindsay Conservative Methodist Member Board of Education President Ontario Beekeepers Association Distinguished in opiaries research Important contributions to the technical literature of his day Died suddenly but peacefully while at work among the bees in his garden

Cornwall Vincent (1854-1918).—Physician Born in Trinidad Forty years a doctor in Omemee Warden of Victoria County

Crandell, George (1803-1894).—Born at Crandell's Corners, now Port Perry, son of Reuben Crandell Life long connection with local navigation Built or owned 3 steamboats and 32 barges For 24 years on town council of Lindsay Founder of summer village of Sturgeon Point Twice married six children

Crusse, John (1827-1907).—Farmer Born Ohio, 1837 came to Mariposa Married Eliza Reits of Pickering Three sons, one daughter Conservative M P P for South Victoria 1882-90 Prominent Grange

Currins, John (1840-1911).—Born Moneghan Ireland, 1857, came to Canada Resided near Isley for 42 years Reformer Presbyterian Township councillor school trustee postmaster Three sons, five daughters

Curtis, Robert (1871-1910).—Surgeon Son of Rev James Curtis of Oakwood Educated Lindsay Collegiate and Toronto University 1899 married Clara Wilson of Sussex, N J Three sons Settled in Palcross, N J First president of the Surgical Society of New Jersey Fellow and governor of American College of Surgeons One of the most eminent surgeons of New Jersey Head of great sewage enterprise in the state

Daly Herbert (1883).—Son of late F J Daly of Lindsay In 1918, Vice Pres National Cash Register Co and general manager in Toronto Director of the Home Bank President H J Daly Co Ltd Vice-Pres J H Ogilvie Co Montreal First Chairman Dominion Labor Appeal Board Director of Repatriation and Employment

Davidson Edward (1795-1887).—Army officer and pioneer Born Armagh Ireland Served in Nova Scotia Peachbes in War of 1812 later in H M 16th Foot 1822 retired and settled in Omemee Lieutenant-colonel of local militia Initiator Married Elizabeth Strewbridge Twelve children

Dean William Warren (1830-1905).—Judge Born London Ont son of Rev Horace Dean pioneer U E L Methodist minister 1858 called to the bar Deputy Minister of Justice for Ontario under Hon Edward Blake 1874 appointed Judge of the County Court of Victoria Married eldest daughter of Gilbert Bogart of Belleville Two sons two daughters

Dewart, William (1830-1912).—Born Dunmore Ont 1860 opened store in Fenelon Falls Student of economics whose articles, first published in the Can Illustrated News and later promulgated by the Mechanics Association played important part in shaping the National Policy of the Conservative party Married Jessie Graham

al Smith (2) Eleven children 1880, moved to Rochester

Deyell, John (1820-1911) —Ops pioneer son of John Deyell of Cavan Ireland Married Letitia Stinson Six sons one daughter Methodist Conservative

Dobson, Hon John (1832-1907) —Born Portmanagh Ireland, 1861 settled in Lindsay Grocer and liquor merchant 1874 mayor of Lindsay An intense Conservative 1892 appointed to Dominion Senate Anglican Married Catherine Graham of Cavan Ireland

Dorner George (1838-1875) —Born Kingston, Ont son of Dr John Dorner, an eminent physician E A from Laval University at 17 Three years in theology, then turned to law Two years in partnership with Sir John A. Macdonald Kingston Opened practice in Lindsay 1861 as partner of A Lacourse then alone 1864, alone 1861 married Sarah Marsh of Port Hope Five children 1871-72 mayor of Lindsay 1872 74 Conservative M P ter South Victoria Roman Catholic Died of consumption

Douglas George (1839-1915).—Postmaster Born Peterborough 1844 brought to Manilla, where his father had been made postmaster On his father's death in 1850 he succeeded him first as assistant then in charge Later in full charge J P for many years General store in the village and later in full charge of the family office still in the family after 77 years

Duffus, William (1835-1892).—Architect. Born in Glenelves in, of Scotch parents 1857, came to Lindsay A carpenter who qualified as an architect by spare-time study St Joseph's Convent St Andrew's Church St Paul's Church and the Collegiate Institute are his handiwork Roman Catholic Liberal town councillor assessor Eight children

Dundas, John R. (1825-1896) —Merchant Born Drum Ireland 1847, came to Canada 1864 married Miss Jones of Rochester Six sons four daughters 1865 purchased interest in Needler and Sadler mill Lindsay 1872-87 represented South Victoria in House of Commons President Toronto Savings and Loan Co Vice-President Central Loan Co

Dunsford, Hartley (1814-1881).—Born in England son of Rev J H Dunsford 1827, came to Canada. Deputy registrar of United Counties of Peterborough and Victoria 1864 became first registrar of Victoria county Anglican. Four sons five daughters

Dunsford, James W. (1844-1883).—Brother of H D Long resident of Verulam Liberal 1861-67 member for Victoria county in the old parliament of the united Canadas For many years police magistrate of Lindsay

Fairbairn Charles M (1837-1911) —Farmer Born near Lakefield Early moved to Verulam 1879 Warden of Victoria county 1890 96 M P (Con.) for South Victoria Three sons four daughters

Ferguson, Alexander (1853-1911).—Surgeon Born in Sidon Ip 1853 married Sarah Jane Thomas of Nassagaweya, Ont Two sons Practised Buffalo, Winnipeg and Chicago Founded Manitoba Medical College Professor of clinical surgery Illinois State University Presi-

dent, Chicago Medical Society, Surgeon-in-chief, Chicago General Hospital. Pronounced by American Journal of Surgery to be "the cleanest and cleverest surgeon on the western continent." Devised many operations known by his name. Awarded Commandership of the Order of Christ of Portugal, the highest honor that that country could bestow on anyone outside of royalty.

Fidler, Joshua (1815-1887).—Physician. Born Sussex, England, 1816, settled in Lindsay 1852, married Laura Jellett of Cobourg. Eight children. Coal surgeon for 22 years 1866-87. Chairman, Lindsay Board of Education.

Flavelle, John D. (1880)—Born near Peterboro, son of John Flavelle and Dorothea Dundas 1873 married Minnie Cooper of Lindsay, Three daughters. 1874 settled in Lindsay and entered late husband of Miss Dundas and Flavelle Bros dry goods firm 1884, became manager (milling interests of the firm) as a reputation in two municipalities for superlative skill in curling. 1911, President Canada Cereal Co., a big milling merger. 1915-21, Chairman of Board of Licensed Commissioners for Ontario Chairman Board of Governors Ross Memorial Hospital Chairman Lindsay Waterworks Commission.

Flavelle, William M. (1853).—Brother of J D F. Settled early in Lindsay 1876 married Mary Helen Aird. Four sons, two daughters Pioneer in cold storage business in Canada President Flavelles Ltd (cold storage and creamery) President Dundas and Flavelles Ltd (dry goods business) President Victoria Loan and Savings Co President Lindsay Cemetery Co Method at Conservative

Fox, Samuel J. (1854-1911).—Born near Bowmanville Ont of English and Scotch descent 1871 moves to Ops Worked at printing and in his father's brickyards south at Lindsay, where he ultimately assumed control 1877 married Rosanna Free 1898 1911 M P P (Conservative) for South Victoria

Graham, Alex C. (1858-1919).—Born near Beaverton, Ont 1858 brought to Eldon Morr ed Annie Stephens of Beech Lake One son, two daughters Taught school for 21 years chiefly in Victoria county Clerk of 7th Division Court for 30 years and postmaster at Victoria Road for 20 years Also a Police Magistrate and Secretary of North Victoria Agricultural Society Presbyterian.

Graham Henry (1832-1907).—Merchant Born Quebec Lived in Bobcaygeon Peneion Falls and (finally) Kinmount Married Elizabeth Taylor of Bobcaygeon Six children General store at Kinmount. Commissioner and Justice of the Peace for over 25 years Liberal Prominent Baptist.

Graham John. (1807-1880).—Born Westport Mayo, Ireland 1830 settled in Ops first on Lot 18 Con 1 later on Lot 12 Con II Colonel in the militia Methodist and one of the first board of trustees of Lindsay church

Greener, James (1813-1897).—Methodist minister Born in North of England Pastor main Lindsay Methodist church 1857 1867 69 Founded East Ward Methodist Church 1878

Gregory, Edmund (1830-1902).—Born in South of England 1831;

settled in Millbrook Ont 1857 came to Lindsay with John Kne wisnt and founded drug store Methodist Liberal Five sons one daughter

Hale, George (1840-1916).—Journalist. Born in Omemee 1870, together with his brother W M Hale founded the Orillia Packet Prohibitionist Anglican Conservative 1874 married Marion Gow Two sons two daughters.

Harstone, J. C. (1853-1911).—Educationist B A and honor graduate Toronto University Principal of Lindsay Collegiate Instit tute 1883-1902 A noble and lovable character and an inspiration to his whole student constituency Secretary of Lindsay Curling Club for many years

Head, John (1842-1895).—Born Stowmarket Eng Elder of Lind say Presbyterian Church Secretary of Forest Society and of Central Charity Committees President Lindsay Teachers Association Presi dent Horticultural Society Member town council

Heaslip, Nelson (1841-1896).—Healey pioneer coming from Nia gara district Presbyterian Conservative Warden of Victoria county 1882 and 1886

Herriman, Weston Leroy (1861-1908).—Physician Born in Id est Hallowell Ont Prizeman at first graduating class in medicine at Queen's University 1885 Served in American Civil War and prac tised at Omemee Port Hope and Lindsay Authority on scientific agri culture First secretary Children's Aid Society

Horn, Andrew (1850-1902).—Born Otton Scotland son of Alex Horn 1854 came with parents to Mariposa With father in woollen mill enterprise Director Mariposa Agr Soc and Lindsay Central Ex hibit enterprise Director Mariposa Agr Soc and Lindsay Central Ex

Hudspeth Adam, Q.C. (1836-1899).—Lawyer Born Cobourg M P (Conservative) for South Victoria 1867 dd

Hughes, Josiah Charles (1845-1886).—Born Omemee 1862 went to British Columbia 1871 member of first legislature of B C 1874 appointed by Dominion Govt as Indian Agent for the northwest coast

Hughes, Lt.-Gen Sir Samuel, M P. (1853-1921).—Born Darling ton tp Durham co son of John Hughes and Caroline Laughlin Twice married (1) to Caroline Preston (deceased), and (2) in 1875 to Mary eldest daughter of H W Burk ex M P for West Durham One son two daughters Teacher of English and History, Toronto Colle giate Institute 1871-1885 when he bought the Lindsay Warder which he edited till 1892 1872 champion of America in mile race in row ing 1867 Lieut-colonel commanding 45th Regiment Served with Im perial forces in South African War 1899-1902 M P for Victoria and Haliburton Pro vince North Victoria Since 1904 M P for Victoria and Dufferin Prominent Orangeman 1911 to Minister of Militia and Defence in Conservative Cabinet Foresaw the Great War and forced some measures of preparation on an unbelieving country Responsible for the astounding rapidity with which early contingents were mobilized Lieut-General 1914

Hunter, John (1825-1902).—Born Dumfriesshire, Scotland 1842 came to Canada Owned grist mill and sawmill at Kinmount Post

master and J P there for many years Several times reeve of Somerville

Ingle, George (1827-1911).—Builder and lumber merchant. Born at Port Hope, 1853 settled in Lindsay. Placing mill 1872-1873. Married Miss Matthews, of Melbourne. Mayor of Lindsay 1891-93.

Jordan, William (1826-1906).—Born Cavan, Ireland 1834 brought to Canada and settled on shore of Sturgeon Lake. Member of first councils of Fenelon tp. And of Fenelon Falls

Junkin, John (1820-1904).—Born at Kent, Ireland. At 18, married a wife of same age and sailed for Canada the following year, with wife and baby girl. Settled in Vernham. Seven boys, five girls. Liberal. Methodist.

Kains, Thomas (1850-1901).—Civil engineer. Surveyed line of Victoria Railway in partnership with Hoag. Issued first complete map of Victoria County. Went west in eighties and became Surveyor-General of British Columbia.

Keenan, Thomas (1812-1868).—Merchant. Born Tyrone, Ireland. Came to Lindsay about 1840 and opened general store. After fire of 1861 built several fine brick blocks on Kent Street. Extensive land-owner. One of Lindsay's first magistrates. An uncompromising teetotaler. Liberal. Roman Catholic. Twice married. Father of 21 children.

Kempt, George (1822-1885).—Born Cromarty, Scotland. In business at Keene, Belleville, Kingston and Newcastle. 1853 settled in Lindsay. General store, lumbering, selling, grain-buying. 1867 M P (Liberal) for South Victoria. Sat for 5 years but refused re-election 1872. Appointed Sheriff of Victoria county.

Kennedy, John (1833-1908).—Born Tipperary. 1857 opened store in Lindsay. For 34 years treasurer of Ops. Five sons, two daughters.

Kennedy, William (1838-1921).—Born Shercock, Cavan, Ireland. Came to Canada as a boy and spent most of his life in Schoolroom. In government service for half a century and Superintendent of Public Works for Ontario for 17 years. Anglican. Two sons, three daughters.

Kirkconnell, Thomas Allison (1863).—Educationist. Born Prescott county. Son of Scotch Canadian parentage. 1888 B A. degree from Queen's University in Mathematics and Science. 1879-1884 taught at Port Elgin, Vankleek Hill, Medoc and Port Hope. 1884-1888 principal Port Hope High School. Since 1888 principal Lindsay Collegiate Institute. 1908-09 member Advisory Council of Education for Ontario. 1918 honored with LL D by Toronto University. Baptist. 1883 married Martha Watson of Port Hope. Four sons, Walter, Watson, John and Herbert, and one daughter, Helen.

Kirkconnell Walter (1888-1918).—Eldest son of T. & K. In 1913-14 studied in law at Osgoode Hall. Captain 46th Regt. and 14th Batt. C.E.F. Member of First Canadian Contingent. August 1914. Killed in action battle of Amiens August 8 1918.

Knight, James Henry (1861-1910).—Teacher and inspector

Born at Cowes, Isle of Wight. Taught at Dunsford and Millbrook 1871 appld Public School Inspector for East Victoria. Held appointment over 32 years. Treasurer, Upper Canada Bible Society. Head of C of E Temperance Society. President Children's Aid Society. Anglican Organist, choir-leader, and hymn writer. Four of his hymns in the Anglican Hymnal. Married Margaret Jane Noble of Sunderland. Two sons and daughter.

Emmerson, Christopher (1804-1880).—Pioneer. As young man settled to Gwomen Conservative. Anglican. Lieut-colonel in militia. Held many municipal appointments.

Knowlson, John (1803-1898).—Merchant. Born in Yorkshire, England. 1817 settled in Canada in Ont. Twice married. 1830 appointed first postmaster of Cavan and held position till 1856 when he moved in Lindsay. 1840 an active temperance worker. 1852 retired from militia with rank of major. 1856 one of founders of the Lindsay Land Co. which placed the Purdy Tract on the market. Opened drug store in partnership with Edmund Gregory. Soon withdrew, and went into the building business. Chiefly instrumental in organizing first horticultural society in Lindsay. Developed grape culture at Sturgeon Point.

Kylie, Edward J. (1881-1916).—Scholar, professor, Imperialist, publicist, author. Born in Lindsay son of Richard Kylie. Educated Lindsay Separate School, Lindsay Collegiate Institute, Toronto University and Oxford University. On matriculation from U. C. C. secured first class honours in Classics and English and History and Mary Mulock scholarship in Classics. On graduation from Toronto University won the gold medals in Classics and in General Proficiency and the Flavelle Travelling Scholarship of $750 per year for two years at Oxford. After a very distinguished course at Balliol College, Oxford, returned to Canada as lecturer and later Associate Professor of Modern History at Toronto University. Prominent Imperialist, and Canadian secretary of the Round Table groups interested in town planning and associated with the Toronto Housing Company. Author of "Life and Letters of Faulkner" and a contributor to Sharp and Doughty's "Canada and Its Provinces." During the Great War became Captain and Adjutant 147th Battalion C.E.F. Died of typhoid and pneumonia, 1916. Roman Catholic.

Laidlaw, George (1828-1889).—Born in Highlands of Scotland. Went to sea and visited Australia, Canada etc. Graduated lawyer in Toronto. Leading promoter of Toronto, Grey and Bruce, Credit Valley, Victoria and other railways. Thus tending to focus the trade of the province in Toronto. 1871 bought a ranch in Baxley on Balsam Lake, to which he retired in 1881. Four sons, three daughters. At his death the Toronto press referred to him thus: "One of the strongest characters of his day. One of the epoch making men in the commercial growth of Canada. As many of his generation did as much for the material progress of Toronto as he. He came out of his railway enterprises a poor man."

Langton, John (1808-1894).—Born in Lancashire, England. M. A.

of Cambridge University. 1833, settled in Fenelon Tp. M. P. first for the United Counties and later for Peterborough. 1856-1879. Assistant Commissioner General of Canada. 1876, laid corner-stone of present University of Toronto building. At Confederation, organized a system of public accounts for the Dominion. 1878, was granted a...

Leonard, James W. (1858-1919).—Born Epsom, Ont. 1879-77, Midland Railway agent at Lindsay. 1877-78, agent of Victoria Ry. Lindsay. 1878-80, asst. manager of Victoria Ry. Later with C. P. R. 1902-08, Asst. Gen. Manager, Eastern Lines. 1908-12, General Manager, Eastern Lines. 1911-1..., Assistant Vice-President, C.P.R.

Lownsbrough, William (1866-1919).—Born Unionville, Ont. Many years farmer in Markham. Member township council for 27 years. Twice unsuccessful Liberal candidate to South Victoria. Customs officer at Lindsay, 16 years. Methodist. Three sons, three daughters.

Lynch, William V. (1865-1937).—Physician. Born Belleville, Ont. Toronto and Trinity College. 1888, began practice in Lindsay. Medical Health Officer. Organized local branch C.M.B.A.

Lytle Herbert John (1850).—Born Maribosa 1871, self taught graduate in Pharmacy. Merchant in Cameron and Cambray. Member Mugg & Lytle grain firm 1877-98. Clerk and treasurer of Fenelon Tp. Post manager Lindsay branch Ontario Bank and Bank of Montreal. Auditor of Lindsay. Has published manual of municipal rate-tables.

Magwood, John (1848-1901).—Born Cavan Tp 1864, settled in Eldon in business at Victoria Road 1868 managing director, Victoria Loan and Savings Co. Lindsay. Justice of the Peace. Methodist. Conservative. Married Mary Staples of Eldon. Four children.

Makins, John (1833-1917).—Born Kingston, Ont. 1852 first graduate in civil engineering at Kingston Locomotive Works 1857, came to Lindsay and established foundry sold out 1865 to John McCraa.

Mann, Sir Donald (1850).—Born Acton Out. Foreman of lumber company of McKenzie Mann & Co. contractor in C. P. R. lead. firm of McKenzie Mann & Co established, which ultimately built up the Canadian Northern Railway system.

Matchett, Thomas (1826-1900).—Born Cavan Tp 1844, began drug business in Omemee. 1850, married Letitia Jane Hughes. Two sons, two daughters. Treasurer of Emily 1867 elected by acclamation M.P.P. for South Victoria and supported Sandfield Macdonald 1875 appointed county clerk and treasurer of Victoria.

Matthews George (1844-1914).—Born Birmingham, Eng. 1861 came to Canada and farmed in Peterborough county. 1864, married Ann Smithson. Six sons four daughters. 1866 settled in Lindsay where after a time he founded a pork packing business later "The George Matthews Co. Ltd" with headquarters at Peterboro and plants at Hull, Peterboro and Brantford. Took great interest in Baptist denominational work.

Matthews, George Sands (1867).—Son of G. M. Born in Lindsay 1895, married Frances Ratcliff. Three sons, one daughter. Director of

Matthews Blackwell, Ltd Vice Pres, Brantford Roofing Co Treasurer Niagara Silk Co. Vice-Pres. Brantford Industrial Realty Co 1911 President Brantford Board of Trade Baptist Conservative

Maunder, Joseph (1842-1918).—Bore Darlington tp Brought settled as merchant in Woodville Postmaster, township treasurer, reeve of Eldon, 1887 Liberal M P for North Victoria in first parliament of federated Canada

McDonnell, William (1814-1900).—Born Cork Ireland 1830. brought to Peterboro Studied at Law School of Pennsylvania Settled to Lindsay to Lorette and founded a tannery and later a store 1852. supervised first census of Victoria county J P for Ops 1857. Customs Office, Lindsay Lt Col in militia. Composed both libretto and music for the first opera "The Fisherman's Daughter" put on at the Princess Theatre Toronto Wrote novels of a nationalistic character "A Maid From Mars" "The Heathens of the Heath," and Exciter "A Mad Freak" whose sale ran into the hundreds of thousands. Published two long narrative poems "Moslta" and "Cleopa"

McEvay, Fergus Patrick (1832-1911).—Roman Catholic archbishop Born Dowerosville Victoria co Educated Lindsay Separate School St. Michaels College Toronto University and Grand Seminary School St. Michaels College Toronto University and Grand Seminary Montreal 1862 Rector St Peters Cathedral Peterboro 1870 Bishop of London Ont 1908 Archbishop of Toronto

McHugh, Hon. George (1845).—Born Ops son of Patrick McHugh, sr. and Ann Walker Married Margaret O'Neill of Peterboro Two sons one daughter Past President Reform Association of South Twp. sons one daughter Past President Reform Association of South Victoria. and West Victoria. 1878-1890 M P. (Liberal) for South Victoria. 1891 appointed to Senate of Canada Roman Catholic

McHugh, John (1842-1907).—Brother of G McH Married Margaret Felvey Two sons one daughter 1887 went to Iowa Founded Grace Union Savings Bank President Iowa Stock Breeders Association and director National Live Stock Association of America Outstanding orator and active politician. 1892 appointed National Book Examiner 1893 President Iowa Democrat and Lone Co. Roman Catholic

McHugh, Patrick (1818-1865).—Born Ireland son of Roger McHugh a veteran of Waterloo 1842 the family settled to Ops 1842. married Ann Walker of Ops Seven sons six daughters Represented Ops for several successive years on Council of United Counties of Peterboro and Victoria 1862 first warden of independent county of Victoria

McHugh, Patrick (1846-1902).—Son of foregoing Born in Ops 1892 worked on Great Lakes 1884 elected to territorial legislature of Minnesota First county commissioner of Cavalier county, Minn.

Member of constitutional convention. Registrar of deeds, Postmaster at Langdon, Minn. Large real estate and industrial holdings.

McIntyre, Duncan John (1841-1926).—Judge. Born Truro, Scotland. Twice married. One son, two daughters. 1847, brought to Canada. Educated in Markham schools and Toronto Normal. Taught 3 years. 1871, called to the bar and began practice in Lindsay. 1883-88, M.P.P. (Liberal) for South Victoria. 1890, Q.C. 1892, Police Magistrate of Lindsay. 1898, Junior Judge of Ontario county.

McKenzie, Sir William (1849).—Born Kirkfield, Ont. Married Margaret Henry of Kirkfield. Two sons, six daughters. Educated C. S. Lindsay Grammar School. Taught school, kept store, and contracted on G.T.R. 1880, went west as contractor on C.P.R., doing much work in the Rocky Mts. 1886, joined Donald Mann in founding firm, President Toronto Street Railway. President Winnipeg Electric Railway, President Stonewall Quarry Co. Director of many other companies.

McKibbin, James (1808-1882).—Born Belfast, Ireland 1830, came to Canada 1852 became manager Bank of Upper Canada in Lindsay 1853 became division court clerk and crown lands agent, Lindsay 1859, county auditor 1876 one of first board of license commissioners

McLauchlin, W. H (1824-1904).—Born Glengarry co. Came to Manvers in early forties 1850 married Philadelphia Pearsee. 1855 bought out tanning and shoemaking business of his brother A. A. McLauchlin at The Creek, Oakwood. Ran mails for 24 years. Liberal Methodist Prohibitionist

McLaughlin John F. (1864).—Son of John McLaughlin of Canarvon. Pension in 1889 gold medallist in philosophy at Victoria University Toronto 1891, lecturer in biology 1892 gold medallist in divinity 1893-94 post-graduate course at Oxford and Leipsic 1894 appointed professor of oriental languages Victoria University. At present Dean of the Faculty of Theology and Professor of Old Testament Literature and Exegesis, Victoria University.

McLaughlin R. F., K.C. (1860).—Brother of foregoing. Taught school in Laxton and Mariposa. Studied law. Honor graduate and gold medallist of Law Society of Upper Canada. Took the most brilliant course ever recorded at Osgoode Hall. Medallist with maximum marks on record in each of the three years of his attendance. Unsuccessful Liberal candidate in North Victoria in federal election of 1895. Practised in Lindsay till 1902, when he removed to Toronto. K.C. and corporation lawyer. Senior member in law firme of McLaughlin, Foice, Stleson and Anderson (in Lindsay) and McLaughlin, Johnston, Moorehead and Macaulay (in Toronto)

McLennan, John (1838-1916).—Born Glengarry county son of Roderick McLennan 1855 graduated in Arts from Queen's University 1861 founded hardware business in Lindsay 1862 married Helen Scott of Morristown, Ont. Fire swept one daughter Sheriff of Victoria co 1885-1914 Presbyterian elder

McNeillie, James Richardson (1840). — Bore Dumfriesshire, Scotland son of James R. McNeillie (a school teacher) and Rachel Kerr 1853 brought to Canada 1854-62 to Omemee assumed le drug business and municipal work with Thos Mitchell 1872-75 le business dept of Montreal Telegraph Co Toronto 1875-1900 Assistant Clerk and Treasurer Victoria co Since 1900 Clerk and Treasurer A governor and secy-treas of Ross Memorial Hospital Chairman Lindsay Board of Education 1891 to 1909 President Canadian Conference of Charities and Correction Conservative Presbyterian. Married (1) 1872 to Esther Thornton (deceased) of Emily and (2) 1882 to Loretta Gardiner of Morpeth Three sons one daughter

McNeillie, James Kerr (1874).—Son of J. R. McN Educated at Lindsay and after 1891 in practical service with the G.T.R. and C.P.R. 1917 made General Superintendent Canadian Government Railways Since 1919 superintendent of the Susquehanna Division, Delaware and Hudson Railway.

McNeillie, Ralph Gardiner (1883).—Son of J. R. McN Born Lindsay Assistant General Passenger Agent C.P.R. Winnipeg

McPherson, Donald (1747-1807).—Born Isle of Skye Scotland Sailor on man-of-war under Admiral Mowe 1321 came to Canada Patentee retiler on Lot 8 Con IX, Ops Never ill in his life Died of old age at 119

McRae Duncan (1838-1879).—Pioneer to North Elden 1872 elected Conservative M.P.P. for North Victoria Large lumbering business at Bobcaygeon

McTavish, Rev. Dr John (1818-1897).—Presbyterian minister Labored 1854-74 in Eldon Fenelon Gardon Thorah and Mara Remarkable for fearlessness physical strength and intellect

Norris, G. A. (1824-1886).—Physician Born Kingston Ont son of Rev. J. A. Norris a Methodist minister Studied at Victoria Univ and in London (Eng.) and Paris (France) The first Canadian to pass the Royal College of Physicians Settled in Omemee. Remained for many years Conservative Methodist. Twice married Five children

O'Leary, Jeremiah (1802-1894).—Born Cork co. Ireland 1830 came to Canada Taught school in Clarke tp 1836 married Sarah Loughlin. Eleven children 1850, removed to Lindsay Clerk of Court 1850-52

Ray, Angus (1806-1884).—Born Islay Scotland Migrated first to North Carolina and then to Eldon settling near Lemonville about 1824 School-teacher postmaster township clerk, farmer Presbyterian

Read, John L. (1830-1918).—Founded store in Bobcaygeon 1858 Several times reeve Thrice married Two sons Conservative Presbyterian

Reazin, Henry (1831-1902).—Born in Pickering tp Educated Toronto Normal and Toronto Univ Taught at Whitby Manilla and Lindsay 1870-1902 Inspector of Public Schools for West Victoria. Twice married Seven children Quaker Conservative

Reazin, Samuel (1829-1907).—Brother of H. R. 1850 married

Eliza Mills Twp sons three daughters Settled to Fenelon Several times reeve Justice of the Peace Lumber and grain business For 20 years foreman of the Sylvester Works, Lindsay

Russell William (1831-1868.)—Born Kilkenny Ireland. Treasurer of Ops Twice warden of Victoria Married Caroline Dickinson of Emily Conservative Unsuccessful opponent of Hon. S. C. Wood in South Victoria in 1872

Seton Ernest Thompson (1860).—Born South Shields, Eng. 1866 brought to Ops township Attended log public school at Farnells Corners (east of Lindsay) and the Lindsay Grammar School Later became naturalist to the Manitoba government 1892 published Wild Animals I Have Known A score of subsequent publications on equal subjects Associate member R C A A

Sherwood, William Albert (1858-1919).—Born Omemee, Educated local Grammar School Became prominent Canadian artist Many Canadian genre pictures and many portraits Lectures and magazine articles Associate Royal Canadian Academy Member Ontario Society of Artists

Silverwood, Albert E (1870).—Born Oakwood Educ Oakwood P S and Lindsay C I 1901 married Eva M Ferris of Lindsay One son and daughter President and Managing Director of Silverwoods Ltd Leaders Ont. dealers in cold storage products and mfrs of ice cream and butter

Smale, Frederick J (1871-1908).—Scientist business man Born in Ops son of Isaac Smale Educ Lindsay Collegiate Institute and Toronto University 1892 while in final year at Varsity won £150 scholarship with thesis on Phosphines 1895 degree of Ph. D from Leipsic University Germany after three years of post-graduate study Appointed lecturer in chemistry at Toronto University 1903 retired Wm Davies Co Toronto where he became Assistant General Manager

Smale, Newton (1868).—Brother of F J S Liberal Unsuccessful opponent of S J Fee in provincial election of 1902 Assistant Manager Victoria Loan and Savings Co

Spratt, Michael J (1834).—Roman Catholic Archbishop Born in Lindsay Educ Lindsay Sep School St Michael's College and Grand Seminary Montreal Priest at Toledo Eight Years and Belleville 14 Yrs, made Archbishop of Kingston

Stafford, Rev Michael (1832-1882).—Roman Catholic priest and apostle of temperance Born Drummond tp Educ Theresa College, Montreal and Regiopolis College Kingston 1856 ordained priest 1866-1882 resident priest at Lindsay His ceaseless fight against the universal drunkenness which debauched and impoverished the countryside is due more credit than any other single factor for the present prosperity of the county

Staples, Daniel (1837 1885).—Born Cornwall, Eng. 1858 came to Canada 1863 settled in Laxton tp Township clerk for 18 years.

Staples, Joseph (1826-1878). Born Cavan tp. 1863 settled in Bexley Reeve from the very first Warden of Victoria for 2 periods in 3 successive years (1868 69 and 1870 72) 1877 unsuccessful Con

servative opponent of A P Cockburn in Ont. election 1878 defeated John Morrison. Into member in the Dominion election Did not run again in 1874. Married Miss Peel of Bexley Died of consumption

Stewart, Thomas (1836-1918).—Lawyer Born Ormestown P Q 1859 brought to Lindsay 1877 admitted to the bar and began practice in Lindsay Married Lillias Greig of Oshawa. Two sons one daughter Liberal in 1908 and 1908 unsuccessful opponent of S J. Fee in provincial elections Presbyterian elder Over 30 years a member of Lindsay Board of Education and Chairman of Board 1890-1912

Sylvester, Robert H (1847-1914).—Born Jeskinkiss Ont 1873 married Miss M J Cheesman at Darlington tp. One son, three daughters. In early eighties began large factory of agricultural implements in Lindsay in partnership with his brother Richard. Took part in Fenian Raid campaign, 1866 1903 Lieut colonel in command of 45th Regiment. Conservative Anglican

Twomey, Jeremiah (1820-1895).—Born Cork co Ireland 1854 established blacksmithing business in Fenelon Falls Large real estate holdings, 1855, married eldest daughter of P Power Eleven children

Vrooman, Adam Edward (1847).—Born Brock tp son of James Vrooman and Rhoda Johnston Educated Lindsay Grammar School and Trinity University Degree of M D Practised as physician in and Trinity University Degree of M D Practised as physician in Little Britain and Lindsay 1873 married Mary daughter of R F Whiteside of Little Britain One son, one daughter 1900 elected Conservative M P for South Victoria 1911-15, M P P for West Victoria Methodist. Conservative

Walker, David (1838-1906).—Farm in Ops son of John Walker and Catherine McDonough 1858, married Mary O'Connell Four sons Reeve of Ops 1874-1877

Walker, Frank (1840-1889).—Brother of D W Lawyer Ten years at Regiopolis College Kingston in classics philosophy and literature 1865 settled in Dubuque Iowa Married Nellie Leyden of Dubuque. Three sons six daughters 1872 partner in firm of Walker & Kleinberg Law, loans real estate Many large enterprises. Died of Cancer 1889

Walker, John (1796-1880).—Born Tyrone, Ireland 1812 married Catherine McDonough May 1831 came to Canada and settled on Lot 15 Con VII, Ops At his death his descendants numbered 187

Wallis, James (1816-1899).—Born Glasgow, Scotland 1832 came to Canada Built up big lumbering business at Fenelon Falls and so helped to found the village Built and owned steamer 'Ogemah' Later retired to Peterboro

Walters, Thomas (1836-1904).—Born Blackdown, Devonshire Eng 1853 brought to Portsmouth Got Served apprenticeship to local ship yard and became master ship-builder. 1865 settled in Lindsay shipyard and launched steamer 'Victoria' Built steamers 'Champion' 'Commodore' 'Victoria' 'Nipissing' Built steamers 'Champion' 'Commodore' 'Victoria' 'Nipissing' etc Many dredging operations and other contracting for Dominion Govt. 1886 appointed Superintendent of Public Works for Ontario

1887-88 mayor of Lindsay Twice married Seven children

Weldon, Jesse (1810-1891).—Born near Ottawa of English parentage 1834 settled on Lot 18 Con X Mariposa First president of first temperance society in Mariposa Methodist Liberal.

Whiteside, Jacob L. (1837-1888).—Born near Holland Landing, Ont 1842 brought to Mariposa 1871 married Harriet Grace Power and moved to Toronto to study law 1876 became barrister 1879 took degree of Bachelor of Laws 1886 appointed stipendiary magistrate in Haliburton county

Whiteside, William N (1840-1888).—Physician Brother of J L W and 3rd son of R F Whiteside 1863 graduated with honors from Toronto Medical College Served as army surgeon with northern U S army in Virginia Finally settled at Boston, Ont 1874 married Joanna Prior of Mariposa Two children

Wilkinson, Joseph (1817-1894).—Born Northumberland Eng 1853 carriage maker at Lindsay 1855 settled on site of Cambray and founded saw and shingle mill Married Sarah Jarvis. Three children

Wood, Hon. Samuel Casey (1830-1913).—Born Erin Ont. Taught school Then kept store at Taylor s Corners Oakwood and Port Hope First clerk and treasurer of Victoria county 1861 Liberal 1871, elected M P P for South Victoria 1875 entered Mowat Cabinet Successively Provincial Secretary and Registrar Commissioner of Agriculture and Provincial Treasurer 1883 left legislature to become manager of Freehold Loan and Savings Co Toronto Later director of many other corporations 1854 married Marie Parkinson, of Mariposa Three sons, two daughters

Workman, Hugh (1822-1895).—Born near Mt Pleasant 1858, married Margaret Henderson Two sons five daughters Came to Lindsay and secured mail contracts, Large livery business 1888, large mills at Minden

Wylie, Thomas (1841-1915).—Physician, fred in Mariposa, 1866, graduated as M D Practised in Manilla Dunrobin Steyner, and Toronto Twice Conservative M P P for West Simcoe

Chapter XVII.

Problems in Development

The development of Victoria county is a striking phenomenon. Those whose imaginations have kindled at descriptions of migrations of the human swarm through the gloomy forests of Northern Europe should find even greater fascination in the invasion one hundred years ago by the same North European races, of the forbidding forests of a new continent.

The wooded wilderness which their toil has hewn into the modern county of Victoria was more than half as large as the modern province of Prince Edward Island. Shallow contours imperfectly drained. Impeded travel and menaced farm development even after the forest had been slashed and burned away. An endemic plague known then as fever and ague, but now identified as a form of malaria propagated by the mosquito host and by it alone killed off more than one-third of the population and prostrated most of the remainder for a time.

Nor were these natural enemies the only obstacles to settlement. The rectangular survey system now universally condemned platted roads ever almost impossible courses up rocky escarpments and across impeded travel and menaced farm development even after the forest had been slashed and burned away. An endemic plague known then as fever and ague, but now identified as a form of malaria propagated by the mosquito host and by it alone killed off more than one-third of the population and prostrated most of the remainder for a time.

Nor were these natural enemies the only obstacles to settlement. The rectangular survey system now universally condemned platted roads ever almost impossible courses up rocky escarpments and across marshes. Isolated farmers from one another in a way now known to have been quite unnecessary, either set up farms containing only a miserable fragment of tillable land and almost doubled the road lengths and distances between villages. Worse still it helped to promote speculation, and the absentee speculating landowner was almost the worst human enemy of the genuine settler. The worst enemy was the tavern keeper who plied his vampire trade at every cross-roads and sucked out the economic and moral life-blood from the community. Near one village in Elton for instance almost every farm on the whole concession passed from the hands of bankrupt families dispelled and debauched by the village tavern.

In spite of all these foes, however, the pioneer race succeeded through sheer dogged toil in establishing a civilization in South Victoria. Roads gradually improved, railways were built to provide access to suitable markets, drainage reclaimed great areas of swamps, speculators unimproved holdings were bought and cultivated, and prohibition slowly came to save the country manhood from demoralizing exploitation.

In North Victoria an equal if not greater expenditure of human effort was made but the land was not suited for agriculture. The heroic but misguided attempt to establish farms in the face of natural obstacles resulted in despair, the emigration of the enterprising,

and the penury and frequent degeneration of the remnant who could not or would not leave the region

Attendant on the rural development of the county came the growth of villages chiefly from the germ of a mill-site and mill as in the cases of Omemee, Lindsay, Bobcaygeon, Fenelon Falls, Little Britain, Ktumeuoi and Cobcomb industries such as lumbering, grist tanning and wool-working which were based on the natural products of the countryside fed the village growth. Where railroads followed the streams of raw material as at Lindsay industrial development soon created a town. Fenelon Falls and Bobcaygeon being even closer to the timber resources of the north once excelled in lumbering but have dwindled with the disappearance of those resources

The passing of the forests and the change from cereal farming to mixed farming have affected town and village industries all over the county. In Lindsay, for instance, lumbering has only a shadow of its former importance and grinding is almost a lost art. The cause of the latter decline is not far to seek. In 1884 Lindsay exported 700,000 bushels of wheat and 840,000 bushels of other cereals; by 1906 over 90% of the wheat used in the county was imported and county mixed grains were insufficient for local grinding. A new system of mixed farming was leading the grain to the stock and milk ing profit and of the cereals

The result of these changes in the fundamental products of the county has been a rapid decrease in the size of all the villages and a slackening (though not a cessation) in the growth of Lindsay. The rural population has also diminished certainly. From 1881 to 1920 the county aged from Lindsay dropped from 25,133 to 18,810, a loss of 6,323 or more than 25%. The assessment rolls for 1919 show that a county population of 24,790 (including Lindsay) comprised 7810 in the town 2148 in the four incorporated villages about 2872 in nine small village communities) and 11,390 in the open country

Economic and social maladjustments are obvious in the situation. No scientific attempt has been made to put each part of the county to its best use. Everywhere the attempt has rather been to impose indiscriminate agriculture on reluctant land. Where none has conquered the result has been a farm. Where nature has conquered the result is North Victorian desolation. Further, no scientific attempts have been made to adapt town industries to changed economic conditions. The county's chief present output—its stock—passes on to larger centres without any active redistributing whatever to local industry. Nor has any effort been made to correlate a scientific development of the county's resources with an industrial utilization of these resources

Socially, a lack of community organization has left the majority of rural citizens housed in discomfort, lacking in hygiene, and isolated socially and intellectually from their fellows (as compared with dwellers in the town)

Essentials of Modern Civilization.

In any plan for reconstruction and human betterment, nothing is lost by a preliminary statement of ideals. Professor Flinders Petrie has claimed that the three essentials of civilization are (1) justice (2) security or the permanence of justice and (3) toleration. Based on these minimum fundamentals all the nation may, however, seek to set up the following necessary possessions of the individual. If our civilization is to be wholly sound —(1) economic sufficiency (2) health, (3) social intercourse (4) education and (5) recreation.

The only true wealth is human life; the accumulation of wealth for its own sake or for the sake of unnecessary luxuriances is only vicious it human beings are thereby denied the right to normal development outlined in these five points. The aim of a nation in development if it is a true nation and not merely a vast, multiplying organism of human animals is to secure equality of opportunity for all of its citizens to enjoy the results of human labor. For this, the individual requires little wealth but there is a minimum below which distress becomes acute and not only the amenities but the very necessities of life a matter of struggle. Economic sufficiency is therefore the first essential. Prosperity is useless without health and health needs the aid of recreation. Finally man would be but brutish without education and social intercourse to fit him for a place in modern life.

These essentials are still far from being met. With the collapse of wartime prices the farmer's income is far from being an adequate return for his work. The average farmer's net income in the United States is $640 per annum, of which $323 represents interest at 6% on capital invested and $316 the wage for his years hard labor. This estimate does not include the value of home rental or the value of farm products used in the home. Figures are not available for Ontario like Lindsey but private knowledge could quote many instances of individual hardship. The further development of the community depends so much on its prosperity and consequent ability to pay, through taxation, for the amelioration of communal life, that all plans for reconstruction must begin with a basic study of county economics.

Knowledge Needed, Then Planning

A thoroughgoing survey of the county is needed to provide this basis of accurate knowledge on which to build a scientifically sound community. Experts should be hired to record the nature of the soil on all land occupied or unoccupied. Their report should mention the crops—grains, roots, stock, hardwood forests, softwood forests, etc.—for which each tract is best suited. They should also note any outstanding problems of rural life and development. And finally they should make an assessment of the actual revenue producing capacity of every parcel of land.

Given this definite information the county council could then proceed to lay plans for future development. The aim should be al-

finately re-adjust each part of the county to the use for which it is best suited and from which the best permanent (though not necessarily the best temporary) profit will come. If le forty to stick against the pricks and to strive to put land to wrong and inferior uses. Nature will make a final adjustment in the long run, perhaps cruelly, as by the present withering away of the North Victorian population; and it would be the part of wisdom to fight with her rather than against her.

In the seven townships of North Victoria there are over 200 square miles of waste land available for reforestation. The Counties Reforestration Act 1911 (1 Geo. V c. 74) gives county councils the power to acquire, plant and manage forest reserve lands. The only limitation is that debentures owing for the purchase of such land must not exceed $25,000 at any one time.

The economic desirability of county reforestation is overwhelming. Most of the timber of the north country is gone. Most of the lumbering businesses of the county have been starved out of existence. Trees are the only crop that the country can grow. Their provision and supervision would allow certain industries to work on in perpetuity. A poplar reserve, for instance, worked in a ten year cycle would guarantee virtual immortality to a local pulp-mill. Other trees could be worked on much longer cycles for wood turning and furniture-making.

Such plans would, however, be a waste of public funds unless an efficient system of fire-prevention were set up. Millions of dollars' worth of timber have been burned away in this county in the past and every reserve would be sure to go sooner or later, unless precautions were taken. Fire wardens are perhaps too expensive for individual private lumber firms, but the county, or better still Victoria-Osborne-Peterborough and Haliburton counties jointly, ought to be able to maintain an aeroplane fire patrol. Chimney-screens for railroad and traction engines should also be insisted on, campers warned insistently, and reckless fire-lighters jailed without the option of a fine.

Minor reforestation schemes should include (1) the planting of woodlots on most farms and their permanent maintenance according to a policy of annual selective harvesting and replanting, (2) the placing of clumps of trees in the corners of fields to serve as shelter for stock, and (3) the planting of trees along all highways. At the present time the tendency is all the other way and our county roads (such as the Pavilion Road) rendered bare and ugly by the slashing away of every tree, large or small.

Correlated with the establishment of forest reserves in North Victoria there should be place for (1) removing that unfortunate portion of the population which occupies land unfit for sustaining civilized conditions, (2) fish farming in the North Victoria waters, (3) game farming in the forests and (4) reserving park areas adjacent to the main water systems, with a view to adjusting the territory to summer recreation.

A great economic problem which too county has already consid-

oad le thal of rural transportation Heavy expenditures on good roads have already been made under the Ontario Highways Act whereby province, town and county contribute to the construction of main highways in the ratio of 40 to 20 to 36, and to maintenance in the ratio of 20 to 40 to 40 As the importance of the work is now taken for granted it will be unnecessary to do more than reiterate some well-known truths — (1) In some parts of the county (and especially of Open) macadam sinks quickly and unfailingly into heavy mud (2) S A Cumming Chief Engineer of the Toronto and Hamilton Highway Commission has shown that the average annual maintenance cost per mile is $70 38 for concrete surface and $2 398 01 for macadam surface (3) Permanent county roads should not be wider than is necessary for two vehicles to pass with ease otherwise costs soon become prohibitive (4) Part of the county cost could quite equitably be levied on the farmers immediately benefitted, after the manner of the urban frontage tax leaving only a fraction of the expense to be raised by general levy (5) Debentures should not be issued for a period longer than the durability of the work Permanent paving grading and diversions could be financed on a 40 to 50 year basis but the cost of temporary surfaces should never be spread over more than 10 years. Otherwise posterity is being made to pay for something it will not get

Municipal Planning in Lindsay.

In Lindsay a scientific survey, followed by development planning, is also a present need The enabling legislation for such a work is to be found in the provincial Planning and Development Act (8 Geo V c 28) by which any municipality may prepare a development scheme subject to the supervision and approval of the Ontario Railway and Municipal Board (Donald M Mcintyre K.C Chairman)

The two chief municipal concerns in such a development scheme should be (1) a physical reconstruction on a zoning basis and (2) a revision of the whole system of assessment for taxation

The former problem is difficult because the town has already grown haphazardly for over eighty years The ultimate aim should be however (1) to restrict all new factories to a given area and gradually to remove existing ones to the same area (2) to make residential sections inviolate from railways and factories (3) to extend park areas and (4) to set up a standard for all new dwelling-houses. For instance the existing railway up Victoria Avenue is a crime against the town By building a swing bridge near Carew's sawmill, trains for the north could be sent out by the old Midland line through the East Ward and the fine 100 foot avenue laid out to match with Kent Street) could be retrieved for the town Then perhaps the disgraceful north half of the Kent-Cambridge-Peel-Victoria block and the equally disgraceful west half of the Peel-Cambridge-Wellington-Victoria block could be cleaned up—the former turned into park, an

extension of the existing Victoria Park and the taller built up with beautiful residences. The southern one quarter of the town adjacent to the Grand Trunk railway of the northeast area of the town adjacent to the C.P.R. are logical factory areas and might well be reserved for that purpose.

A magnificent piece of town planning now doubtless impracticable would have been the earlier reservation of the six blocks bounded by Angeline, Kent, Cambridge, Peel and Henry streets for public buildings and contiguous park areas. On this space we already have the Town Hall (of dubious architecture) the public library, Victoria Park, the Armouries, the Central School and the Collegiate Institute with their grounds and the Ross Memorial Hospital. Insert a county girl's residence west of Adelaide Street, a park girt community hall east of Albert Street, and a park area north of the Public Library and Fire Hall and the picture is complete.

A more feasible operation would be the further development on both sides of the street of McDonnell Park and the acquiring of the Murphy property on Adelaide Street as a community playground and park.

The effects of planning a zone system for Lindsay would ultimately be the beautification of the town, the increased efficiency of industry and the all round improvement of the residential section. It would, however, take a long time lolly to realize the scheme unless drastic and very costly action were taken.

Much easier, except for the lack of trained valuators is a revision of our land assessment. There has been in the past no more vicious source of economic evil than the capacity of the land-owning landlord and the real estate speculator. Land assessments have been intimed rent development has been hindered and the few more buttressed on the injury of the many. A single tax on land arising at communal ownership is one radical suggestion. But to a certainty like the Canucks, where the majority of citizens are private owners and where Henry George a confiscation of rent by a single tax on land values would be a social injustice.

An increment tax on land transfers would restrain at least the speculator. For this a special scientific assessment should be made of all land on a basis of its actual revenue-producing capacity, for this is the only sound basis to use estimate of its worth and puts local taxation on a reliable foundation. Then, in the case of any sale of real estate a heavy tax would confiscate for the community the greater part of any excess in price over this actual value. Where tried as in England since the budget of 1909, this system has discouraged speculation and benefited the state by setting up a sound standard of values.

In the case of vacant land within the town limits taxation should be levied on its revenue-producing capacity as agricultural land, provided it is kept under cultivation. If left idle, the rate should be doubled or trebled. When the time comes for it to be sold for building

purposes, a tax should be levied on the difference between its revenue-producing capacity as agricultural land and its revenue-producing capacity as building land, and a very heavy surtax on any excess in selling price over the initial value.

Another provision needed to safeguard the town against speculators is an ordinance that waterworks, sewerage and sidewalks must be provided at the owner's expense before any land is placed on the market for building purposes.

For the present the 10 sq. area of about one square mile of agricultural land lying in the northeast and southeast corners of the town might very well be turned back to the township of Oak until the growth of the town justifies the extension of modern improved building in these directions. When such extension comes, it should be kept in mind, moreover, that a system of narrow residential streets (never more than 40 feet in width) faced with narrow but deep lots, reduces the cost of improving the land (by paving, sewage instalment etc.) to one third of that paid at present and yet provides more air space and garden space.

For successful development of the East Ward additional bridges across the Scugog are desirable. At present the town is like a huge wasp with its swollen bat-wings joined only by two bridges both in the very centre of the town. The gap between Colborne Street East and Colborne Street West is as great as it the streets lay in different counties.

Scope for a Voluntary Organization.

It has been found by experience that many problems of civic development can be more effectively studied by a democratic but voluntary organization. A Civic Improvement Club or something of that nature. Such a club should not of course encroach upon the prerogatives of municipal councils and other existing corporate bodies. Its functions should not be executive so much as educational and inspirational. It is hard to inaugurate reforms in advance of the average intelligence of the people, and a municipal council is so busy with the multitudinous details of administration that it has little time for serious community study and none at all for educating public opinion up to the need of breaking new ground. The voluntary organization on the other hand can study community problems and by stimulating popular knowledge and ambition make possible the advances which the civic fathers would otherwise have felt impossible.

The natural nucleus for a Civic Improvement Club in Lindsay is the Board of Trade. There have been seasons when the Board has seemed little more than a commercial club with the sole idea of forcing higher profits for retail merchants. Such an ambition, multiplied the Board and defeats its ends if, however it were to seek first the righteousness of community regeneration, prosperity would doubtless be added in due time.

A tentative organization for a Civic Improvement Club would

include an Industrial Committee, a Community Improvement Committee a Health Committee, a Community Study Committee, a Recreation Committee, and an Agricultural Committee

The Industrial Committee should determine as precisely as possible the nature and range of the town's economic possibilities the extent of adjacent natural resources and the probable future size of the town under healthy development

A general principle to be observed is that industries in the small town are not likely to prosper unless they are supported by local supplies of raw material The Flavelles Ltd cold storage and creamery business is a case of successful adjustment to local resources. A county reforestration scheme would probably stimulate local woodworking A modern shelter in Lindsay would support both meat and tanning businesses at lower cost (At present, butchers' meat from Ops farms has to come to Lindsay shops via Toronto, time lavishing double freight) Again light coal in North Emily and Southeast Mariposa could be converted to cereals might be sown to potatoes for the support of an industrial alcohol factory The importance of this latter industry in view of the certain ultimate ascendancy of industrial alcohol over gasoline cannot be overestimated

Above all there should be no mad rush to secure large industries irrespective and out of relationship with the county's resources The highest good of a town does not lie in the income of its retail stores but in the healthy life of its people New the small town has the most human type of existence for here neighborly experience—lost in the country by isolation and in the city by congestion—finds its strongest expression The social value of the town cannot be over-stated It is the seed-bed of the primary social virtues that grows from simple direct, personal relationships and interchange of services and from it come a disproportionate percentage of the leaders of the nation Any sudden industrial growth which would menace this healthy social town life is therefore to be deprecated.

Finally the Industrial Committee might study local commercial possibilities eliminate waste by establishing local delivery systems encourage existing industries and provide an attractive town label for all goods shipped

The Civic Improvement Committee with its nucleus in the present Horticultural Society might accomplish some of the following undertakings—(1) Further beautification of streets, parks, and homes (2) Removal of all billboards and posters (3) Holding of Old Boys' Reunions. (5) Renaming of town streets after men prominent in local history (e.g. Purdy Street instead of Huron Street Brillion Street instead of Ridout Street and McDonnell Street instead of York Street) (6) Publication of civic booklet, including a choice series of views

The Community Health Committee might well have the Medical Officer of Health as its chairman and should in any case seek to strengthen his hands by educating the public in every possible way

Some of its aims might be as follows —(1) Aim of ultimate 100% instalment of waterworks and sewerage. Lindsay with 70% of all houses served is far above the average but should not be content until the other 30% are linked up (2) Seek a proper system of sewage disposal by means of septic tanks. At present McDonald Park might rather be named Cesspool Park All trank sewers should be diverted to septic tanks and the sceptic product used for farm fertilization This system would permit of the extension of sewerage through those areas which drain into the Scugog above the locks and have hitherto been without service (3) In the meantime have all well water (with that from farms also) tested free of charge in the L C I laboratories. (4) Inaugurate a garbage system. (5) Build a public lavatory (6) Improve fire protection so as to reduce the present insurance surtax of 10 per cent (7) Continue clean up days (8) Have public health talks (9) Keep printing health articles in the press. (10) Get health literature for distribution dealing especially with sanitation and the filth fly (11) Work for proper inspection of butcher's meat and the protection of all saleable foodstuffs from contamination by flies and dust. (12) Agitate unceasingly for medical inspection first of every school child and ultimately of the whole community Neglect in this matter is the most glaring crime of the present day Every child has a right to all the safeguards that the modern community can give him Every child should have a registered medical history sheet which should follow him through life Such medical supervision is not Prussianism. It is even more than a privilege. It is the right of every modern child The denial of that right denies thousands of children in the country every year unnecessary inefficiency and disease and even to premature death An awakened public conscience in Lindsay should force action in this matter

The Community Study Committee, which should have a definite rapprochement with the Board of Education, Night School Board and Public Library Board might undertake the following projects — (1) Transform the Public Library by installing bulletins and reports on specific items of civic consequence and 200 or so volumes dealing with the fundamentals of civic intelligence (2) Conduct a social survey of the town, stressing especially occupation, income, family expenses, secondary education, church capacity and attendance, charity forms of recreation and social life and disease and mortality statistics. As yet, for instance, nobody knows how many people in town are below the financial deadline and nobody seems to care (3) Conduct a permanent course of community study by means of a civic forum lectures, open discussions, reading courses in civics and municipal management and annual charting and graphic representation of the doings of the local municipal government (4) Awaken community interest in continual education for the adult population The present Night School offers instruction in absolutely anything for which there is a popular demand and that practically without charge Education should not be regarded as a childhood pursuit If rests with the public

to help itself in advanced instruction all through life.

The Recreation Committee should plan the following:—(1) provision of children's play. One afternoon last spring after school hours, a swarm of boys and girls could be seen on the Central School campus engaged in a promiscuous and wildly unmodest rough-and-tumble perporting to be a game of rugby football. (2) Efficient use of public playgrounds with swings, tennis courts, quoits, etc. The town is shockingly lacking in playground equipment. (3) Provision of facilities for swimming a riverside pavilion with separate dressing rooms for the sexes, and competent instruction in swimming. (4) Preparation of a careful yearly program whereby celebrations replace orgiastic contests and a schedule of sports are all provided for.

The Agricultural Committee should consist of perhaps ten townsmen of the county Agricultural Representatives and the presidents of the several U. F. O. clubs throughout the county. Its task would be the statesmanlike use of unifying the divergent viewpoints of town and country populations by making them conscious of their common underlying relationships.

Farmer and townsman alike usually forget that Lindsay does not consist merely of that territory within its incorporated limits but rather includes all the countryside which is tributary to it. From the economic point of view farmers in Ops are as much part of Lindsay as if they worked in its factories. Municipal boundaries have no commercial significance.

Unfortunately there is a moral cleavage between town and country as wide and deep as any Old Country class distinctions. The townsman asserts supposed superiorities of sophistication and accomplishment, specialization and treats the farmer as an alien who must, however be conditioned for the sake of trade. The farmer who manifests resentment to receive treatment of hostility which though deprecated by U. F. O. statesmen like Drury is kept alive by such class-conscious diatribes as Jim Merrison. Both attitudes are to other centres farcical. The main tendency of economic relationships

The aim of the Agricultural Committee should therefore be to bring about a conscious identification of fortunes. Let trade dealings be based on mutual fair play, free from attempts at sharp practice. Let real rooms be provided for farmers' wives and ample parking accommodation for farmers automobiles. And let there be careful study of all problems in common in that town and country may realize their essential unity.

Rural Community Organization.

The place which have just been outlined for the town of Lindsay can also be adapted to rural communities.

Humosly and ideally considered, Victoria county apart from Lindsay, consists of some 24 civic centres or villages each of which is the focus of a geographical area. For personnel reconstruction we need each of these smaller areas whose people can get together frequently to set up active community organization for social life, self-study and improvement and economic interests. Without abounding

life in these local communities on a county wide plan of development can ever hope to succeed

The institutions of the community centre should be—(1) a farmers exchange or co-operative business office, (2) a school-house as a centre for study clubs, lectures, courses, debates, etc (3) a church as a centre for inter-community ideals, and (4) a community hall like that at Little Britain as a recreational neighborhood house centre, owned and managed by the community A consolidated school building might perhaps serve as farmers office school need community hall as well The main thing is to give community interests a hearthstone

As the vitalising voluntary organization which should accomplish the work of community building one might begin with an existing U F O club The ultimate objective should be a Community Council containing representatives of the U F O club, Women's Institute church, and school Committees might be appointed to deal with Finance Community Study Rural Health Community Improvement, and Recreation A Community Secretary is also important if the work is to function

The Finance Committee would really be a business concern on even greater development of the U F O plan for co-operative buying of equipment and marketing of products

The Community Study Committee would probably consider the following —(1) the educational value of the crops of their area to the finding of the County survey already referred to (2) systems and methods of farming including crop rotation seed and variety selection tests of different thicknesses in clover seeding, tillage and the maintenance of soil fertility by manuring (3) local problems of labor, machinery and equipment (4) business methods in buying and selling, (5) standardisation of crops or live stock for the community (6) securing of rural credits as community security and for productive purposes only In all this the help of the County Agricultural Representative would need to be accepted as well as the advice of pertinent economic literature The principle of co-operation would need to be worked to the uttermost. It is quite conceivable for instance that a farming community might employ an expert accountant to handle its book-keeping

From the financial stringency of the present year it should be realised that more than haphazard farming methods are needed to make agriculture yield an adequate reward Efficiency of co-operative organization based on the fullest knowledge of local needs will more than justify the energy required for its establishment.

In connection with the whole problem of increasing the farm output, one might at least refer to the French system of domestic manufacturing during the winter months. We might perhaps picture 1000 Victoria county farm houses co-operating in the winter output of small standardized wood by products—boxes bottom toys flutes, clarionets, etc, utilizing training in woodworking received in manual training classes in consolidated schools using small lathes in each

home rue by Hydro electric power, drawing their wood supply from the county forest reserves, and selling their standard products co-operatively.

The Study Committee should also encourage school training in agriculture for boys, domestic science instruction for girls, and a study of all community problems by the whole community.

The Rural Health Committee should aim at a definite health policy for the community. At the community centre there should be a nurse, hospital service, a community clinic and perhaps community baths. The study of rural health should be promoted and a definite scheme of rural sanitation drawn up by a competent physician.

Rural communities have been without health programs to the past and it has come to be true that preventable diseases are largely rural diseases. Federal authorities have found that 75% of all farm wells are contaminated and the water unfit for use. We find most wells on porous ground on a lower level than the barn, the pigsties and the manure heap. Privies are without sanitary safeguards. Rural schools are notoriously unsanitary in their privies and water supply.

Sanitary equipment can be installed in any farmhouse with an ease that would astonish the owner. Such installation should be the aim of the Rural Health Committee.

It should also seek to give every individual, and especially the children, thorough medical inspections at regular intervals. Medical history sheets could be kept on file at the community clinic. Some such system as a right to be claimed for every member of modern civilized society.

The Community Improvement Committee could seek to reserve and beautify spaces and parklets in the centre of villages, to plant shade trees and fruit trees along all highways to encourage beauty and variety of architecture in farmhouses, and to place the buying out of village buildings wherever possible. Most villages are a spectacle of sprawling disorder though some such as Kirkfield are noteworthy exceptions.

The Recreation Committee might include the following in its program:—(1) community picnics and socials; (2) holidays and celebrations; (3) dramas and concerts; (4) supervised cinema programs; (5) entertainment courses; (6) sports contests; (7) inter-community contests athletics and debates. Its work is vital for the organization of the community for daily life on the farm is starkly isolated compared with town life and frequent community gatherings would help to establish that neighborly cohesion which is so lacking in the country.

A question which lies rather outside the scope of such community committees is the consolidation of rural churches. It is questionable whether any centre in the county except Lindsay can really support more than one strong church. Fenelon Falls, with an adult church-attending village population of not more than 150 is attempting to pay the expenses of six. Unification is needed for efficient survival, and experience elsewhere (especially in New Ontario) has shown

that best results are obtained from a federation scheme whereby the several congregations are enrolled according to their original denominations and on removal to other centres receive letters of translorence according to this original alliance. Their confederation of small churches helps to bind the community together in a way otherwise impossible.

Limitations to Development Planning

Such, then has been a tentative plan for the further development of the county towards higher civic life.

It is undeniable that we need far-sighted and comprehensive plans based on accurate scientific knowledge. We are too familiar nowadays with a hectic religiosity that is no busy looking for signs of a supernatural millenium feat it has an concern for the slaughter of little children by preventable diseases. Equally dangerous is the impulsive blunderer who tries to push through small superficial schemes based on imperfect knowledge. We must have broad, accurate knowledge of our problems, organisation to plan reconstruction and public education to make action possible in a democracy.

Planning is, however, only a means to an end, and an end in itself. That end is economic security, health social intercourse and intellectual and spiritual growth for all. Unless the end is attained the plan is worthless.

Planning is largely dependent upon individual enthusiasm and idealism. Unless action is directed and propelled by vigorous community patriots the highest achievements are necessarily impossible.

Further development cannot take place in advance of financial feasibility. Wherever municipal action is involved the burden-bearing capacity of the ratepayer provides a danger-limit beyond which expenditure cannot go.

Finally the most perfect development system would be sheer mockery if the population were to die out. Rural Victoria has dwindled from 25,153 to 17,819 in 44 years. That the decrease is due to children and not to the older generation is shown by the fact that in West Victoria alone the children of school age have fallen off from 6,593 to 5,479, while the householders have actually increased by 482. The result is an average of half of a child of school age to each household, or one such child to every two houses.

Beyond certain limits, the cry for "more and better babies" is based on a ghastly misconception. If a population is once to hold its own an absolute minimum of four children must be born into every family. Statisticians have shown that of these four, two either die in childhood or do not marry whose grown up. Two only then of the second generation are left to represent their two parents. At one child per family a population of 2,000,000 would die out in 200 years; of two per family it would dwindle to 7,813, and of three per family it would stand at a scant 195,025. Only at four per family would it

hold its own. All this is a case of natural laws and is no more debatable than the axioms of mathematics.

The family is the fundamental unit of the state. There can be no enduring civilization apart from the healthy life and affection of the family. A race that pursues after the froth of modern life and fails to maintain and hallow the great office of motherhood will soon shrivel away. Is this to be the end of the virile stock that wrought out our country from the wilderness?

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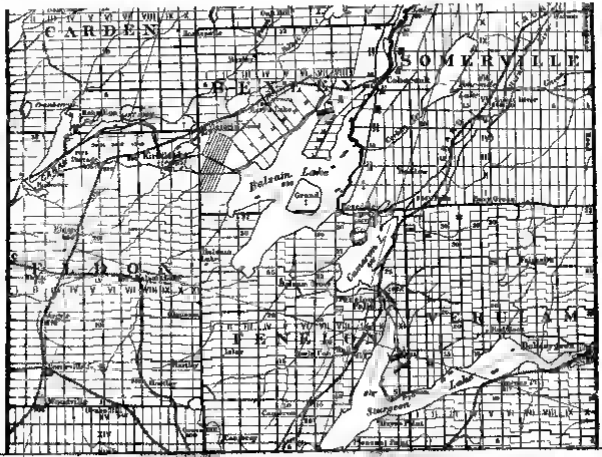
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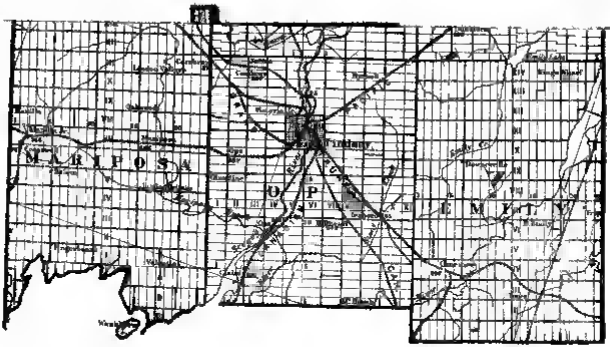

MAP OF THE COUNTY OF VICTORIA

Victoria County Centennial History

By
WATSON KIRKCONNELL, M. A.

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Copyrighted in Canada, 1921,
By WATSON KIRKCONNELL.

To the memory
of my brother Walter
who fell in action
in the Battle of Amiens
August 8, 1918.
this book is affectionately
dedicated.

AUTHOR'S PREFACE

This history has been appearing serially through the Lindsay "Watchman-Warder" for the past eleven months and is now issued in book form for the first time. The occasion for its preparation is, of course, the one hundredth anniversary of the opening up of Victoria County.

Its chief purposes are four in number—(1) to place on record the local details of pioneer life that are fast passing into oblivion; (2) to instruct the present generation of school-children in the origins and development of the social system in which they live; (3) to show that the form which our county's development has taken has been largely determined by physiographical, racial, social, and economic forces; and (4) to demonstrate how we may, after a scientific study of these forces, plan for the evolution of a higher economic and social order.

The difficulties of the work have been prodigious. A Victoria County Historical Society, formed twenty years ago for a similar purpose, found the field so sterile that it disbanded, leaving no records behind. Under such circumstances, I have had to dig deep. The Dominion Archives at Ottawa and the Crown Lands Department at Toronto have been systematically ransacked, libraries at Kingston, Peterborough, Lindsay, and Toronto have been consulted, the municipal records of the county have been thumbed over, scores of interviews have been secured with old and prominent citizens, and complete local press files for 47 years have been read through in their entirety. To provide a proper background of general history, over one hundred standard works on history, economics, and sociology have been studied. Every page of the book represents the results of laborious and incessant research.

General readers may perhaps be interested in the following "backgrounds" sketches, which, to the best of my knowledge, are not to be found anywhere else in printed form—(1) The review of Trent Canal construction, in Chapter IX. (2) The sketch, in Chapter XII, of the development of the Ontario school system. (3) The history of the early Canadian militia in Chapter XIII. (4) The condensed outlines of Canadian military campaigns, in Chapter XIII.

Grateful acknowledgment is made to [illegible] who have given me generous assistance, and especially to Mr J. R. McNeillie (for municipal data), Colonel George E. Laidlaw (for data regarding Bexley and Indian occupation), Senator George McHugh (for material on early Ops), Mr G. W. Beall (for notes on Lindsay), Mrs W. V. Lynch (for her late husband's notes on the early Roman Catholic church in Lindsay), Mr H. J. Lytle (for municipal data), and Chief Johnston Paudash (for data regarding the Mississaga Indians).

WATSON KIRKCONNELL.

Lindsay, Ontario,
September, 1921.

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Victoria County Centennial History

Chapter I.

Introductory Outline of County History

One hundred years ago, in 1821, the government of Upper Canada first offered land for sale in the region that is now Victoria County. Since then a hardy phalanx of Celto-Saxon stock has swept away a wilderness of swamp and forest and established a prosperous agricultural civilization after the manner of that race.

The coming of the pioneers calls for a prologue and a setting. In 1791, the British Parliament passed a Constitutional Act, by which the Canadian colony was divided into two provinces, Upper and Lower Canada, corresponding roughly to the Old Ontario and Quebec of today. The first governor of Upper Canada was Colonel John Graves Simcoe, who foresaw and provided for the future needs of the country with an enlightened disinterestedness unknown among his immediate successors. He explored the province diligently by canoe and forest trail. He built trunk roads, such as Yonge Street from York (now Toronto) to Lake Simcoe. He set aside tracts of good land for genuine settlers and encouraged the immigration of those who would guarantee to clear and occupy the country. In all this, however, he aroused the ill-will of a clique of speculators, who were already strongly entrenched among the officialdom and so-called aristocracy of the province. The intrigue of these enemies brought about his removal in 1796. Government officials and their friends then quietly secured possession of all the good land in the Lake Simcoe country and blocked settlement for another twenty years. After the war of 1812-14, however, a rising flood of immigration demanded the opening up of fresh territory. Accordingly, in 1818, the government went through the formalities of buying from the Mississaga Indians a tract of some four thousand square miles, comprising the modern counties of Peterborough and Victoria and a fringe of twenty-eight adjoining townships. It is with a limited portion of this Mississaga Tract that we have now to deal.

The work of survey began at once. Emily was the first of the townships of modern Victoria to be laid out. Mariposa came next, and

then Fenelon, Ops and Eldon, in that order. Verulam, Somerville and Bexley were opened up later and the more northerly townships of Carden, Laxton, Digby, Dalton and Longford much later still. These townships first came under the Newcastle District with headquarters at Cobourg on Lake Ontario. Then in 1841, along with some of the inland townships lying to the east, they became the Colborne District, which was reorganized in 1850 as Peterborough County and in 1854 as the United Counties of Peterborough and Victoria. From 1841 to 1861 municipal authority was centred at Peterborough but in the latter year Victoria was given provisional and in 1863 complete independence.

A New Domain and a Virile Race.

The area of Victoria County is about eleven hundred square miles. It is thus larger than Cheshire or Dorsetshire in England, larger, too, than Lanarkshire or Dumfriesshire in Scotland, and almost equal to the combined areas of Fermanagh and Monaghan in Ireland. In shape it is roughly rectangular, with a length from north to south of fifty-two miles and a breadth from east to west of twenty-six miles. The chief irregularities lie in the northeast and northwest corners, where three townships, Anson, Lutterworth and Ryde, each eight miles square, have been chopped out and allotted, the former two to Haliburton County and the latter one to Muskoka District. This rough rectangle is cut into approximate north and south halves by the Kawartha Lakes, Balsam, Cameron and Sturgeon, and their modern canal affiliations. Immediately north of this water system is a region of severely glaciated limestone, covered with thin, uncertain soil. This tract soon merges into a wilderness of crystalline limestone and Laurentian gneiss. South of the Kawartha system, however, the land is distinctly suited for agriculture, for the underlying limestone is covered with glacial clays which become rapidly deeper and more fertile in passing southward towards the moraine hills of Durham. But in 1821 the intrinsic character of rock and soil was not the most evident feature of the region. It was rather the towering forests of pine that spread away to the farthest horizon.

To the transformation of this wilderness came a virile race of white men from the far off Islands of Great Britain and Ireland. The years that followed Waterloo and the close of Britain's continental wars were full of distress. The economic aftermath of war pressed hard. The population of Ireland was growing beyond the safety limits of the precarious potato. The introduction of weaving machinery brought tens of thousands of Scotch and English handloom-weavers face to face with starvation. To cope with this distress the British government deliberately encouraged emigration to Canada. Once started, the human stream poured steadily across the Atlantic. The pressure of a straightened food supply, the oldest and most powerful cause of human migration, was once more in operation. In 1814, Upper Canada contained only 95,000 inhabitants. By 1842 the population had risen to 791,000, an increase of 732 per cent. In a single year 50,000 immigrants arrived at Quebec. The younger sons of the Celto-Saxon stock had struck their tents and were on the march. Their

great campaign against the forests of Upper Canada is recorded today in the magnificent prosperity of Ontario

The first settlers in what is now Victoria County were Protestant Irishmen from the County of Fermanagh. Humphrey Finlay and his family first established themselves in Emily Township, and were followed by James Laidley and William and Samuel Cottingham who cleared and built on the site of modern Omemee. While South Emily was colonized by Irish Protestants, the northern concessions and part of Ops were taken up by Irish Catholics from County Cork, brought out under a British emigration scheme managed by the Hon. Peter Robinson. Mariposa was largely settled by pioneers of the second generation from the vicinity of Whitchurch and Markham. In Eldon the earliest colonists were Scotch Presbyterians from Argyllshire. Verulam was placed on the market in 1832 but was bought up and held by speculators. Fenelon Township was not settled until the mid-thirties and the more northerly townships remained unoccupied until much later times.

As many misconceptions exist concerning the character of the population of the county a few figures may be of interest. The chief racial stocks represented are:—Irish 12,292, English, 10,683; Scotch 5,920, French, 575, German 339, Dutch 304. That race is no index to religion will be evident from a further analysis:—Methodists, 12,283; Presbyterians, 6,814; Anglicans 4,651, Roman Catholics 4,344, Baptists, 1,151, Salvation Army, 210; Christians, 164, and Mormons, 35.

A Long Rough Journey From Old to New

The journey from old homes to new, from the shores of Britain to the depths of the backwoods, was long and severe. The Atlantic was crossed in sailing-vessels which were often packed beyond endurance by greedy masters. At Quebec the travellers transferred to a river-steamer and proceeded to Montreal. From here west, one could by paying prohibitive fares, reach Lake Ontario by alternate shifts of stage-coach and steamer, but by far the greater number travelled by bateau or by Durham boat. The bateau was a large flat-bottomed skiff, thirty to forty feet long, eight to ten wide, and built sharp at both ends. It was propelled by oars and sails, and was either poled or dragged up rapids. The Durham boat was a flat-bottomed ninety-foot barge with round bow and square stern, and was likewise pushed along by pole or sail. Progress was necessarily slow. If often took a whole week to go from Montreal to Prescott. Sometimes as many as one hundred persons would be crowded together in a single thirty-foot bateau, scorched by sun or drenched by rain, as their rude craft crept reluctantly up the river. At last, at Prescott or Kingston transfer was made to a lake steamer, which carried the pioneers on to the lake port nearest their destination.

There were two general routes from the lake front to the inland townships. Those who went to Emily and Ops went north from Cobourg or Port Hope. One trail lay north-northwest through Cavan (the modern Millbrook), another went north to Peterborough and then northwest towards Emily, another still cut across from Peterborough to

Chemong Lake, whence access to the remoter townships could be had by canoe. The second main route, by which Mariposa and Eldon were colonized, lay from York (the present Toronto) up Yonge Street and in by way of Brock (now Sunderland) or Beaverton. The trails and bridle-paths by which they came, sometimes carrying their belongings, sometimes leading oxen with an ox-cart, wound laboriously through towering forests and dank swamps, across flooded creeks, up log-strewn hills and around black morasses. And when at last, some summer evening, they reached their destination, they found a still denser wilderness, with only the frogs and the wolves to sing a chorus of welcome.

The Work of Settlement in the Wilderness.

Then, in a little circle of sunlight hewn out of the forest, arose a new home. The sills and walls were pine logs, peeled and notched. For the roof hollow basswood trunks were cut the proper length and split in two so as to form troughs, which were then laid from eaves to ridgepole in two rows, the lower row bark side down, and the upper row with their edges fitted into the hollows of the lower. This was a rough covering, but shed water very well. All chinks in the walls and roof inside and out, were packed with moss, which the children gathered by the sackful near at hand, and plastered over with clay. A hole covered with a quilt served as a door, until lumber became available. The tiny windows were fitted with sheets of oiled paper, as glass was not to be had.

At one end of the single room, a platform of poles served as a bedstead. At the other was the fireplace, floored and built up with stones. A chimney of sticks and clay usually surmounted this, but often many months elapsed before such a vent was added, and in the meantime the smoke filtered out through a gap in the roof after stifling the householders. As matches were unknown, and ignition had to be won from flint and steel, a fire was kept burning constantly on the hearth. To husband this precious blaze, a large backlog, two feet or more in diameter, would be dragged into the house by an ox. The beast would be unhitched in front of the fireplace, and the log rolled with handspikes to the back of the fire, where it would often last for three or four days.

Outside of the little cabin work went on under difficulties. The mosquitoes and black flies were numberless and merciless. Faces had to be smeared thickly with grease to avoid their torture. The cattle were frantic with agony, and when smoke screens were set up for their benefit the deer would sometimes emerge from the woods to share in their temporary peace.

But the forest itself was the great enemy of the would-be farmer. In the beginning, he could not attempt to plough, but chopped and burnt, and then scattered his wheat broadcast by hand among the stumps. The grain was covered over, or "bushed in," by hitching a yoke of oxen to the butt end of a small tree, whose branches were still intact, and dragging it to and fro between the charred stumps. In the autumn the crop was cut with a sickle, threshed with a home-

made flail and winnowed by pouring it was then bagged and carried on the back of man or horse to the nearest grist mill, sometimes a distance of fifty miles Some milling was, however done at home by burning out a hollow in the top of a hardwood stump, filling it with grain, and pounding it with a heavy wooden pestle

The Steady Changes Wrought With Time.

A few years brought about great changes in the wilderness homes The clearings everywhere had grown Log barns had been built and sheep and swine brought in to join the earlier cattle Wolves were, however, still dangerous, and corrals had to be built to protect the stock Horses were very rarely met with for strange as it may seem, the oxen were much surer of their footing among the stumps and scattered logs in some of the more secluded districts the arrival of the first horse was a great event and all the children were called out hurriedly to see the strange animal The houses, too, were enlarged as the years passed and were filled with rough but serviceable furniture The fireplace was still the housewife's province, but a tin bake-oven fitted with trays and open on one side now stood before it laden with bread and cakes Above the fireplace hung the family arsenal, avoiding rust, squirrels avoiding frost, and haunches of beef and venison avoiding dissolution

The staple foods however were pork, cooked in various forms, fish bread and wheat cakes made of coarse, often unbolted flour, corn meal porridge and griddle-cakes wild berries, and maple sugar Tomatoes then called "love apples" were considered poisonous until after the middle of the century, and were grown only because of their prettiness

The pioneers showed extraordinary versatility in supplying their own wants Linen, flannel, and fulled cloth for the whole family were prepared at home Every farm, too had its own tanning-trough and worked up its own leather The clothes would usually be made by some itinerant tailor who would lodge with the family while he fitted them out for the next year Boots were similarly made by a travelling shoemaker But the material in both cases had already been prepared on the premises

Social life in such times took the form of "bees" or community meetings at one home or another to co-operate in the work of the homestead The men had their logging bees barn-raising bees, stumping bees and husking bees, the women their quilting bees and paring bees At the former gatherings, whiskey, which then cost only twenty cents a gallon, was carried around by "whiskey boys," and gulped down by the lowlifed Drunkenness and fighting were the inevitable result especially at the logging bees, where the charred trunks of the burnt-over slashing were being cleared away and identity and self-respect were lost under a smudgy mask The women's gatherings were less openly dangerous, but have never been equalled as clearing-houses for gossip

The trails by which settlers first communicated with one another were gradually replaced by indescribable roads An Act passed by the first parliament of Upper Canada in 1793 had required each settler to

clear that portion of the concession line on which his lot fronted. Even had this work been done well—which it certainly was not—the condition of the highway systems would have been well-nigh hopeless. For huge blocks of land, clergy reserves, crown reserves and choice grants to Family Compact politicians lay unimproved between the settlements, preying on their industry and blighting their development. Especially was this the case in Mariposa, where much land was held by a corporation known as the Canada Company, which had been chartered in 1824 to promote colonization but which, in this district, hindered settlement far more than it helped it. The early roads were chiefly corduroy, tranks of trees laid side by side across the highway, and filled over with earth. At a much later time, after the introduction of municipal government, plank and gravel roads took their place.

The great curse of the country for over half a century was the inordinate use of liquor. In every village and at nearly every crossroads were wretched taverns, kept by a greedy, illiterate class of bloodsuckers. These taverns were universal in the backwoods, the church usually preceded the school, but the tavern invariably preceded both. The coinage used for payment in these days was of two standards, the Halifax or provincial currency, in which a pound was worth four dollars and a shilling twenty cents, and the New York currency in which the pound was worth two dollars and a half and the so-called "York shilling" twelve and a half cents. Decimal currency was inaugurated in 1857.

Schools were slow in coming but by 1842 there were five in the County, two in Ops, two in Mariposa and one in Eldon. In 1847, there were eleven teachers in Emily, with an average salary of $183 a year. In Ops there were six schools, with a total wage list of $840, or $140 apiece. The teachers, however, though poorly paid were often worse prepared. Discharged soldiers often performed these duties and enforced discipline with great ferocity. The subjects covered were the merest elements of reading, writing and figuring. In the world outside, universities were being founded. King's College, now the University of Toronto, was chartered in 1827, but its privileges were restricted to the small minority of Anglicans. Queen's College, Kingston and Victoria College, Cobourg, were therefore founded in 1841 by indignant Presbyterians and Methodists respectively. But the little backwoods schools in Victoria knew little of these higher institutions. Even secondary schools were unknown until the fifties and it was two decades more before matriculants began to pass on to the universities.

Methods of letter writing have changed much since those early days. The pen was a goose-quill. The ink was made at home by boiling maple bark or nut galls and adding copperas. Blotting-paper was unknown, and to dry the ink sand was shaken over the letter from a tin box or caster. Envelopes were not yet invented. The paper was simply folded, the address written on the back, and the missive sealed together with sealing wax. Postal charges were usually collected in cash from the person receiving the letter. The first postage stamps in Canada were not issued until 1851.

Religious Life in Pioneer Times.

The teacher with his slender learning commanded considerable respect, but the preacher had even greater prestige. Certainly he earned it. Churches were very few and very scattered. His circuit might extend for scores of miles through the half-settled wilderness, and over this he would travel on horseback all week long, struggling through bog-holes and fording unbridged streams along the narrow trails. Services would be held in churches, school-houses, taverns, log cabins, anywhere that a few devout folk could be gathered together.

The Methodists were in the majority among the population, and to this denomination no gathering could compare in importance with the camp-meeting. Each summer all the adherents in a district would gather in some dry, open grove for a week of prayer, singing and exhortation. Tents and shanties would be put up and fitted with rude tables and beds. A rostrum was built for the preacher and rows of logs set out before it as seats. The light of their evening bonfires flared and flickered over a strange scene—the preacher shouting from his platform, the penitents groaning on the seats just below him, and the elders flitting about on the watch for symptoms of contrition amongst the remainder.

Then, even as today, there were many ill-balanced intellects eager to espouse fantastic doctrines. In 1842 a New Englander named Miller began to teach that the world would come to an end on February 15, 1843. The belief spread like wildfire among the weak-minded of the United States and Canada. Farmers burnt their rail fences as firewood, confident that their usefulness would soon be past. A convert near Port Perry gave away a 100-acre farm and all its equipment. Sarah Terwilliger of Oshawa made herself wings of silk and jumped off the front porch, expecting to be caught up to heaven. But the choicest anecdote comes from Port Hoover, Concession A, Mariposa, on the north shore of Lake Scugog. Here a man named Hoover brooded over the Millerite gospel until he gradually fancied himself superhuman and above natural laws. He therefore announced in the autumn of 1842 that he would walk on the water from Port Hoover across Lake Scugog to Caesarea, a distance of about five miles. On the day appointed, hundreds of Mariposa pioneers gathered at the Port Hoover wharf to watch the attempt. Hoover seemed to have a sudden weakening of faith, for he fastened a wooden box on each foot, but as even this failed to hold him up, he waded out and hid behind one of the piles of the wharf. The urgent demands of the crowd finally brought him back to shore, where, amid the hoots of small boys, he made this explanation:—"My friends, a cloud has risen before my eyes and I cannot see. I cannot walk upon the water to-day while this cloud is before my eyes. Soon it will be announced when the cloud has been removed, and then I will do it." But his spectators never assembled again.

An Early Tragedy in Ops Township.

Doctors were almost unknown in these times and ailments were given home-made treatment by mothers or grandmothers, who prepared

their simple remedies from such plants as the spikenard, blood-root, catnip, tansy, smallweed, pennyroyal, burdock, mandrake, elecampane, spearmint and mullein. But in the case of serious diseases and epidemics, as when cholera swept the country in 1832 and 1834, herbal remedies were of no avail.

When death entered the pioneer home, the situation was often exceedingly tragic. Conant tells of a man who moved into Ops township in 1838, bringing with him his wife and two very little children. His tiny cabin and clearing were five miles from the nearest neighbor. But when he fell ill the very first summer, his friends followed his blazed trail in, harvested his crop for him, and then departed. Winter came. The cabin was snowed in. Wolves howled at the very door. At last the sick man died. His wife sought desperately to give him proper sepulture but the ground was frozen hard, and to cover him only with snow would merely feed the wolves. Finally she rolled away some backlogs that were piled beside the house, dug a shallow hole with a mattock in the softer ground beneath them, laid the cherished corpse, and rolled back the logs above it to keep it inviolate. Then she walked with her children to the nearest settlement.

How Grist Mills Grew to Villages

Villages grew up in time, and were almost always the direct consequence of the establishment of a grist mill. These mill sites comprise nearly all the important centres of today. In 1825, William Cottingham built a mill on Pigeon River and so founded modern Omemee. In 1828, William Purdy dammed a rapid on the Scugog River, and established Lindsay. Answares Bobcaygeon has grown up around the mill built by Thomas Need about 1833, and Fenelon Falls owes its origin to a mill erected there in 1841 by Messrs. Wallis and Jamieson. To each grist mills came the pioneers with their crops. Saw mills were soon added, and a growing trade in lumber succeeded the earlier indiscriminate destruction of the forest. Stores, taverns, and a few artisans settled about the mill. This little hamlet was then the natural location for churches and schools as they came. And so, unconsciously, the mill grew to a hamlet, the hamlet to a village and perhaps the village to a town. But for the first beginnings we must look back to the mill and the water-power that made it possible.

The Beginnings of the Trent Canal.

The beginnings of the Trent Valley Canal date from the early days of lumbering. This project has been subjected to much criticism and not a little ridicule, but while it was a pitiful failure in accomplishment and was completed half a century too late, the original conception was masterly. The inland townships were covered with magnificent white pine. Existing transportation to the great outside markets was exceedingly expensive, and as a result the timber was cut in a deplorably wasteful manner. A canal system connecting these forest resources with the outside world would have permitted more conservative logging and milling, and for larger profits both to lumbermen and to the government, and would have made it possible to manage the lumber business for perpetuity. Local canal traffic and trans-On-

tario traffic would probably have been very limited. Certainly they will be so in the future. But the advantages accruing to the lumber trade would have been a full and permanent justification of the Trent Valley project. It is part of the constant tragedy of human incapacity that the canal was finally completed at a time when the timber had practically disappeared from our borders.

Surveys for the canal were made in 1833 and 1835, and the cost estimated at $933,733. Work was commenced in 1833 but soon languished. By 1843, locks had been built at Bobcaygeon and Lindsay; and by 1853 such local steamboats as the "Woodman" of Port Perry and the "Ogemah" of Fenelon Falls were carrying lumber to Port Perry, whence it was teamed to Whitby. The "Woodman" was the first boat to make the trip and old settlers have said that when her steam siren first raised the echoes on Sturgeon Lake they ran to corral their stock, mistaking it for the howl of a wolf-pack. But with the construction of the Bobcaygeon and Lindsay locks, canal-building ceased for nearly four decades.

The First One-third Century a Pioneer Era.

The ancient Greeks often treated three generations as equivalent to a century. Such a division of the centenary under discussion is strikingly apt and felicitous. The periods 1821-1853, 1854-1887, and 1888-1921, each roughly one third of a century, have certain aspects of development which distinguish them clearly one from another.

The years ending in 1853 are distinctively the period of pioneering. The thought and activity of the county had been almost entirely taken up with the struggle against the forest. Events in the outside world had, indeed, been momentous. An oligarchy at York had almost succeeded in ruining the province in spite of its remarkable natural resources. This pernicious misrule, which had driven 80,000 Canadians across the American boundary in the years 1830-37, was at last revealed to the British government through a pitiful little revolt. Following the investigations and report of Lord Durham, the two provinces were united in 1841, and fully responsible government granted by 1848. But by these developments the little backwoods community was not greatly touched; its attention was concentrated on the immediate tasks of settlement.

The Establishment of Municipal Institutions.

Certain changes there were, however, which did enter into the lives of all. These were the successive steps by which our present system of municipal government was worked out. Prior to the Union of 1841, all local affairs were managed, or more often mismanaged, directly from the office of the lieutenant-governor. After the Union a system of District Councils composed of elected representatives from the different municipalities was inaugurated. Then by the Baldwin Municipal Act of 1849, the municipal organization which still exists (with minor modifications) was set up. Under this Act each township and incorporated village elects annually by general vote a reeve, or head, and four councillors. If there are 500 electors in the municipality, it is entitled to a reeve, a deputy-reeve, and three councillors; and

for each additional 500 electors another deputy-reeve is substituted for a councillor Towns are governed by a mayor and three councillors from each ward elected annually The number of councillors may be reduced by bylaw Towns which have not separated from the county in which they are situated also elect a reeve and deputy-reeves proportionate to the number of their electors The county council is composed of the reeves and deputy-reeves elected for the year by the townships villages and towns These representatives, at their first meeting each year, elect one of their number as Warden or head of the county council

Each county and each subdivision within it, is legally a corporation with a corporate seal and certain specific powers granted it by the laws of the Province Connected with each such corporation are a number of officials The clerk is the most important officer and preserves all records keeps all books and promulgates all bylaws of the council The treasurer receives all funds and makes all disbursements These two appointments are usually permanent Other officials more commonly chosen from year to year, are auditors, a solicitor assessors, tax-collectors, fire wardens and firemen, fence viewers, pound-keepers, pathmasters and health officers All the enactments of municipal corporations are executed by means of bylaws issued under seal The powers of all such bodies are, however, strictly specified by provincial statute and any council exceeding its powers may be restrained by the courts, if legal appeal be made

The Second One-third Century a Railway Era.

The second one-third of the centenary, from 1854 to 1887, is chiefly characterized in Victoria County by the building of railways and by the attainment of municipal maturity

In 1857 a railway was completed from Port Hope through Millbrook Bethany and Omemee to Lindsay The track did not cross the Scugog, but followed the east bank around from the present Santiago" switch to near the Flavelle grain elevators in the East Ward This line was known until 1869 as the "Port Hope, Lindsay and Beaverton Railway," and was then renamed the 'Midland Railway" It was not, however, extended to Beaverton until 1871 and did not reach Midland until 1878 In the seventies, it crossed the Scugog by a swing bridge just at the present Carew sawmill A branch line from Millbrook to Peterboro was completed by 1883, but it was many years before the "Missing Link" from Peterborough to Omemee was filled in

The first session of the Ontario Legislature, held in 1887, granted a charter for the construction of a narrow-gauge railway from Toronto to Coboconk This 'Toronto and Nipissing Railway' was completed as far as Uxbridge by 1871 and in 1872 the settlers of Bexley were given a free inaugural ride on a long train of flat-cars decorated with evergreens

In that same year the Victoria Railway was projected to run north from Lindsay and through Haliburton County There was an understanding that the road was to pierce through the granite highlands and join the transcontinental line of the C P R (then in the making)

at Maitawa. This was to make the road the main route between Northern and Southern Ontario. Some dreamers even urged that it be extended still further through the Temiskaming region and on to James Bay, but the politicians of that day did not see eye to eye with these seers, and Haliburton village, 55 miles from Lindsay, has been the northern terminus since 1878. It is interesting to know, in this connection, that the central girder of the Distillery Creek bridge on this road, just north of Lindsay, was originally part of the Victoria Bridge, Montreal, and was sent here to form part of the new Victoria Railway." The Irondale and Bancroft branch, running east from Kinmount Junction, was begun in 1880.

The year 1877 saw still another railway joining the county system. An earlier road from Whitby to Port Perry was now brought through to Lindsay by way of Manilla. The Lindsay station for the Victoria Railway and the Whitby and Port Perry Railway was on Victoria Avenue, where the present G. T. R. freight sheds stand.

The next six years saw the construction of a connecting link between Manilla on the Whitby line and Blackwater on the Toronto and Nipissing, the building of the present bridge over the Scugog, the establishment of a through service from Port Hope to Toronto via Lindsay and Blackwater, and the absorption of all the county railways by the Grand Trunk Railway System.

The coming of the railways made great changes in the life of the county. Their first effect was great prosperity, because of the cheap, easy access furnished to outside markets. Then came reaction and great financial depression, for almost every municipality had honused the railway-builders far beyond its means. Eldon, Somerville and Bexley alone had bestowed $74,000 on the Toronto and Nipissing Railway. And after prodigality came bitterness and the shadow of bankruptcy. However, the lean years did not consume the countryside indefinitely, and the natural wealth of the county gradually asserted itself through the fuller development made possible by the new channels of import and export. Lindsay and the villages served by rail now entered on a period of industrial development. The farm fields in the Southern Townships grew wider and more golden, and the pioneers who once jolted to a backwoods mill with a few sacks for grinding now shipped their thousands of bushels of grain by rail.

The Trent Canal had not shown like progress. For many years the original canal scheme was abandoned, and in 1855 all existing works were handed over to a corporation, the "Trent Slide Committee" who kept timber slides in repair and exacted tolls from the lumbermen. In 1870 a great flood destroyed much of the slide system and parts of it were abandoned. The largest construction work of the period was the building of the locks at Fenelon Falls in 1886.

The Development of the Northern Townships

Consequent on the development of rail and water facilities came the opening up of the Northern Townships. There had been a few earlier attempts to colonize Somerville and Bexley, but the poverty of the soil and the remoteness of markets had kept settlement within narrow limits. Now came a shortcut to outside markets and a new outburst of

ectivity The Northern Townships were covered with magnificent forests of pine and lumbering was soon undertaken on a large scale The first timber license in Somerville was issued in the season of 1863-64 to one Samuel Dickson. By 1872, the mills at Fenelon Falls and Bobcaygeon alone had an annual output of twenty eight million feet of pine. The lumbermen's axe echoed through the forests from the Kawartha Lakes north to Laxton and Longford and far beyond And while this industry flourished and provided a local market for farm produce in summer and employment in the bush in winter, the settlers who spread over this half-sterile country were able to make a living

Victoria County Reaches Maturity in 1861

The same period, the second one-third of the centenary, witnessed the municipal coming of age of the county. In 1850, the Colborne District, of which its townships had for a decade formed a part, was given the new title of "Peterborough County." In 1851 this same municipality became the "United Counties of Peterborough and Victoria," but Peterborough was the dominant partner The Wardens from 1841 to 1860 were as follows:—1842-46, G. A. Hill, 1847-50, John Langton of Fenelon Township, 1851, Thomas Short, 1852-58, William Cottingham of Emily Township, 1859, W. S. Conger, 1860, Wm. Lang

At last, in 1861, Victoria was granted provisional independence William Cottingham, the founder of Omemee, was Provisional Warden Lindsay was chosen as the prospective county town: the present Court House Square in Lindsay was bought, and a start was made at the erection of the Court House and County Gaol. Neil McDougall, Reeve of Eldon, was the Provisional Warden in 1862.

In 1863 the County buildings were completed. The cost, including that of the Registry Office added in 1874, was about $59,000. The County was now accorded all the rights and privileges of an independent corporation, and the council held its inaugural meeting with great decorum in the new council chamber.

The first Warden of the independent county was Patrick McHugh, Reeve of Ops. His successors since that time have been as follows:—1864, Duncan McRae, Reeve of Eldon, 1865, Wm. Cottingham, Reeve of Emily, 1866-68, 1870-72, Joseph Staples, Reeve of Bexley, 1869, 1874, 1876, John Fell, Reeve of Somerville, 1873, John D. Naylor, Reeve of Fenelon, 1875, Robt. E. Parry, Reeve of Bracebridge, 1877-78, Wm. L. Russell, Reeve of Lindsay, 1879, Chas. Fairbairn, Reeve of Verulam, 1880, Dr. Geo. E. Norris, Reeve of Omemee, 1881, Wm. Parkinson, Reeve of Mariposa, 1882, Jacob W. Dill, Reeve of Bracebridge, 1883, 1886, Nelson Heaslip, Reeve of Bexley, 1884, Thos. Smithson, Reeve of Fenelon, 1885, W. H. Brown, Reeve of McLeod and Ridout, 1887, E. D. McEachern, Reeve of Eldon, 1888, John Bailey, Reeve of Laxton, 1889, Dr. V. C. Cornwall, Reeve of Omemee, 1890, Thos. H. McQuade, Reeve of Emily, 1891, 1905, Adam E. Stabach, Reeve of Eldon, 1892, Dr. A. E. Vrooman, Reeve of Mariposa, 1893, Eustace H. Hopkins, Reeve of Ops, 1894, Elijah Bottum, Reeve of Bobcaygeon, 1895, John Chambers, Reeve of Fenelon, 1896, Wm. C. Switzer, Reeve of Emily, 1897, Dr. John W. Wood, 6th division, 1898,

James Lithgow, 4th division, 1899, Robt Bryans, 2nd division, 1900, John A. Ellis 5th division, 1901 James Graham, 2nd division, 1902, John Austin, 4th division, 1903, John Bailey, 5th division, 1904, Wm Channon, 1st division, 1905 Frederick Shaver, 1st division, 1907, Taylor Parkin Reeve of Fenelon, 1908. Dr. Robt Mason Reeve of Fenelon Falls, 1909, Geo A Jordan, Reeve of Lindsay, 1910 Emerson Tiers, Reeve of Verulam, 1911, Robt A Cullen Reeve of Somerville, 1912, James Steele, Reeve of Eldon, 1913, A E Bottum, Reeve of Bobcaygeon, 1914, Alfred E Varcoe, Reeve of Mariposa, 1915, Robt J Mulligan Reeve of Omemee, 1916, Jas Robertson Reeve of Ops, 1917, Alfred E Tiers, Reeve of Fenelon Falls, 1918, Richard Howkins, Reeve of Eldon, 1919, Alex Morrison, Reeve of Somerville, 1920 Robt W Wilson, Reeve of Emily, 1921, John Alton, Reeve of Carden

The first County Clerk and Treasurer was Mr S C Wood, of Taylor's Corners, who fourteen years later became Provincial Treasurer under Sir Oliver Mowat He was succeeded in the Clerkship by Mr Thomas Matchett. Mr. J. R. McNeillie, the present incumbent took Mr Matchett's place in 1900, after twenty-five years of training as a subordinate in the same office

Canada, Also, Reaches Higher Unity,

This second one-third of the centenninm witnessed the coming of age not only of Victoria County but of modern Canada as well In 1867 a federal Dominion was organized with Nova Scotia, New Brunswick, Quebec and Ontario as its provinces One of the terms of union was the construction of the intercolonial Railway to connect the maritime provinces with those farther west. In 1869 the Northwest Territories were purchased from the Hudson Bay Company, and in 1870 Manitoba was organized as a province. The Pacific colony of British Columbia entered the federation in 1872 with the understanding that a transcontinental railway, the Canadian Pacific, should be constructed The C P R was completed in 1885, and in the following year the Northwest Territories, now Saskatchewan and Alberta, were given representation in the Senate and House of Commons at Ottawa. Thus by 1887 the governmental scaffolding of modern Canada was practically complete

Final One-third Century, a Modern Era.

The closing one-third of the centenary has witnessed the steady erection, within this scaffolding, of a strong and promising edifice. Canada's population has increased from four and a half millions to nine millions. Alberta and Saskatchewan attained provincehood in 1905 Our material wealth has increased abundantly A national self-consciousness has been awakened by our participation in a world war, and our representatives have upheld in the Assembly of the League of Nations our character of nationhood within the wider solidarity of British federation

The history of Southern Ontario during these thirty-three years has taken a course different to that of the western provinces and to

her own earlier tendencies The outstanding features of this new development have been the incorporation into our civilization of the achievements of scientific invention, the tremendous development of urban industrial life, and a concomitant decline in our rural population

The changes in Victoria County have been typical of these wider transformations The railway system has been still further extended by the addition of the Bobcaygeon-Burketon line of the C P R in 1904 and the C P R grain line from Port McNicholl to Bethany in 1912 The Trent Canal has at last been completed after half a century of shuffling and procrastination A new policy of road construction entered upon in 1917 has entailed an expenditure of over two hundred thousand dollars on the roads of the county during 1918 and 1920 alone

Conveniences have been distributed in great detail throughout the countryside The farmer is seldom without his telephone His mail is delivered at his gate The automobile takes him to town at speeds once fabulous Perhaps a tractor drags his plough untiringly The urban dweller has water service, electric light and the cheap diversion of the cinematograph Life is now one hundredfold easier than it was for our grandparents

Another notable phenomenon has been the urbanization of industry Manufacture, no longer dependent on local water-power and seeking the most advantageous location with respect to labor and commercial markets, has developed in the larger cities Urban competition has stifled the little shops and factories that flourished forty years ago in every country village

In North Victoria this decline has been further complicated by the practical disappearance of lumbering The magnificent pine forests of earlier times were slaughtered with no thought for the future and the country was left in its naked sterility of scarred rock The decline of lumbering meant also the decline of shipping In 1881 thirty-three vessels plied on local waters; in 1920 there were scarcely three Thus the economic functions of the county system were simplified to the agricultural production of farms, a little manufacturing, and the retail distribution service of Lindsay and the larger villages

Along with the amelioration of modern life and the urbanization of industry has come a rapid decrease in rural population In 1888, the county, apart from Lindsay, reached its maximum of 25,133 In 1920 the total was 18,810, a decrease in one generation of 5,323, or 25 per cent Lindsay stood at 7880, an increase of forty-three per cent All the villages have declined in recent times

The county assessment, however, has increased from $4,341,550 in 1881 to $10,895,514 in 1888 and $20,714,088 in 1920 This appears to be a substantial advance, but if we stop to compare the actual values represented by one dollar in 1885 and in 1920 respectively, we shall find food for serious rumination.

INTRODUCTORY OUTLINE

We have thus sketched in outline the history of Victoria County over a period of one hundred years. We have followed the development of three distinct eras: the pioneer era which closed with the full development of municipal institutions, the railway era, in which the county attained municipal maturity and its maximum population and prosperity, and the modern era, in which certain radical changes have become manifest.

Chapter II.

The Southern Townships

The six townships, Emily, Ops, Mariposa, Verulam, Fenelon, and Eldon, which lie in a double tier in the southern half of Victoria County, have a history somewhat different from that of the seven townships of the north Not only were they opened up a generation earlier, but the natural conditions of land and soil have given them a past development and a future destiny dissimilar to that of Bexley, Somerville, Laxton, Carden, Digby, Dalton and Longford The highest usefulness of the former will always be found in agriculture, the latter will serve coming generations best as a land of park and forest

The story of the Southern Townships tells of steady progress from pioneer hardships through toil to prosperity A general account of the changing social and economic life of the century has already been given in Chapter Number One In passing now to a more intimate account of the early settlements in each township we shall place against that background the actual men and women, still cherished in local memory, who bore the brunt of pioneer stress and sacrifice

(A). The Beginnings of Emily Township.

Emily Township is named after Emily Charlotte, daughter of Lord George Lennox and sister of the fourth Duke of Richmond, Governor-General of Canada from 1817 to 1819

The township is in the southeast corner of the county It is approximately square and has an area of about one hundred square miles In the south it is broken by low hills but becomes merely rolling in passing to the north Pigeon Creek enters at the southwest corner and crosses diagonally towards the northeast, where it widens into Pigeon Lake Chemong Lake is on the eastern boundary and the much smaller Emily Lake on the north The basic subsoil is made up of glacial clays and is commendably fertile

In 1819, some slashing was done on Lot 20, Concession 2, by David Best He then went back to Cobourg, however, and before his return in 1820, Humphrey Finlay and his wife came in and located, thus earning their later title of 'King and Queen of Emily' In the autumn of 1820 Maurice Cottingham, his sons, William and Samuel, and one James Laidley, pushed in further through the pathless forest to Pigeon Creek, which they bridged by felling two oak trees into it from opposite banks Beside the stream, about where Omemee now stands, they did a little underbrushing and clearing, but retreated to Cavan, for the winter

In March, 1821, the township was formally opened for sale and attached to Durham County, the western half of the Newcastle District (See Annual Report, Ontario Bureau of Archives, 1913) Samuel Cot-

'Ingham and James Laidley now returned in the early spring and built a log cabin twelve feet by fourteen, in the deep snow. Wm. Cottingham and his father soon joined them. Clearing prospered, and in the early summer they planted corn, potatoes and wheat.

That same year a party of four hundred Protestant Irish from the County of Fermanagh set sail for Canada and settled in a body in South Emily and in Cavan Township, Durham County, which lies directly to the south of Emily. From this contingent come the modern family names of Adams, Allen, Armstrong, Belfour, Beatty, Bedford, Collum, Cornell, Curry, Davidson, Dixon, English, Evans, Fee, Grandy, Hanna, Hartley, Hughes, Irons, Ivory, Jackson, Johnson, Jones, Knowlson, Lamb, Matchett, Mitchell, Moore, Morrison, McCrae, McNeely, McQuade, Neal, Norris, Padgel, Redmond, Reel, Robinson, Sanderson, Sherwood, Stephenson, Thornton, Trotter and others.

The southern concessions were soon dotted with clearings, each with its cabin and its scanty crops among the stumps. At first the nearest mill was at Port Hope, thirty-five miles from Omemee, but a man named Deyell undertook to build one in Cavan, on the site of modern Millbrook, which is only ten miles from the Emily boundary. Here they took their sacks of grain by a narrow bush road, only one of whose drawbacks was a morass a mile wide which often threatened to engulf those who ventured through it. At last, in 1825, William Cottingham erected a rough mill building beside Pigeon Creek, and equipped it with two mill-stones which an American named Myles had cut and dressed in the woods near by.

The Robinson Immigration

In this same year, when the Protestant Irish of South Emily were rapidly becoming a coherent community, the British government arranged for the immigration into Canada of a contingent of 2,024 Irish Catholics from County Cork. This enterprise was supervised by the Hon. Peter Robinson, a brother of John Beverley Robinson, the chief mandarin of the Family Compact. They sailed from Cork in May 1825 and reached Quebec after a voyage of thirty-one days. They then proceeded immediately to Kingston where they spent two weeks in beats. Dysentery and fever and ague worked havoc among them here, and there were as many as eleven funerals in a single day. From Kingston they travelled to Cobourg by lake steamer and thence on foot and by ox-cart over twelve miles of almost impassible trail to Gore's Landing on Rice Lake. A sixty-foot Durham boat then carried them in daily parties of thirty up twenty-five miles of the Otonabee River to a concentration camp at a hamlet which was then called 'Scott's Plains' (after one Adam Scott who had built a mill there early in 1825) but which was renamed "Peterborough" in 1827 as a compliment to the Hon. Peter Robinson. While the immigrants were gathering here, Mr. Robinson let many profitable contracts to earlier settlers to slash bush roads into surrounding territory, to act as guides to the immigrants who went out to choose their respective 100-acre lots, to build log shanties on these lots at an average cost of ten dollars each, and to rent their carts and oxen for the transportation of the incoming women, children and baggage.

Into Emily came 142 families, that is, about 700 persons or a little more than one-third of the entire immigration. These families were all located in a block in the north half of the township, and thus it came about that North Emily was as solidly Catholic as South Emily was solidly Protestant, while both were Irish.

Practically all of the new colonists were established on their lots in the autumn of 1825. The British government now issued them free rations for eighteen months on a basis of one pound of pork and one pound of flour per man per day. Each family was also given a cow, an axe, an auger, a hand saw, a hammer, one hundred nails, two gimlets, three hoes, a kettle, a frying-pan, an iron pot, five bushels of seed potatoes, and eight quarts of Indian corn.

A tradition has been handed down in Protestant Emily that no work was done in the northern concessions until all the government rations had been eaten up. Official statistics, however, show this bitter tale to be born of prejudice and not of truth. During the first year, though fever and ague left every family to mourn its dead and touched the living with a constant palsy, these Catholic pioneers cleared away 351 acres of pine forest, raised 22,200 bushels of potatoes, 7,700 bushels of turnips and 3,442 bushels of Indian corn, sowed 44 bushels of fall wheat for the next season's crop, and made 22,350 pounds of maple sugar. They also purchased on their own account 6 oxen, 10 cows, and 47 hogs. It is evident that they did not eat the bread of idleness. (See Third Report of Emigration Committee, British Parliament, 1827, page 431.)

The Mill Village of Omemee.

The mill built by William Cottingham in 1825 became so important as a base of supplies during this Robleson immigration that a store was opened beside it in 1826. This was the nucleus around which the modern Omemee has grown.

In 1825 a post office was established here with Josiah L. Hughes as postmaster. This post office was called Emily, but the hamlet was known generally as Williamstown—doubtless equivalent to "William Cottingham's town." In 1835, also, the first school was built on the site of the later Bradburn's Hotel. James Laidley and Captain Hancock were amongst the earliest teachers.

The first preachers to come in had been Methodist pioneer missionaries or "saddlebags." Prominent amongst these was the Rev. "Daddy" Sanderson, known irreverently throughout the township as "Little Peculiarities," because his invariable reproof to those whom he heard criticizing others was: "You know we all have our little peculiarities." In 1826 a church, used chiefly by the Methodists, was built on the northwest corner of Lot 13, Concession 2. An Anglican clergyman, the Rev. Mr. Thompson, famed locally as a classical scholar, used to come in from Cavan and hold services in private homes. In 1835 an Anglican church was built at Williamstown and the Rev. M. Street, of Cobourg, became the first resident clergyman. A Methodist church was begun in the village in 1836, but took several years to finish. The first Presbyterian minister was the Rev. Mr. Dick, who was succeeded by the Rev. Mr. Ewing.

In the forties the name of the village was changed to Metcalfe A business directory of 1850 gives the following names:—William Cottingham, miller, lumber merchant, carder and fuller, Robert Grandy, postmaster, Richard Galbraith, distiller, Wm. Kells, teamster, C Knowlson merchant, Wm. Matchett, merchant, W. Beatty, merchant; Rev John Burk R C priest, Rev Robert Harding, Anglican priest, Rev John Ewing, Presbyterian minister.

The Port Hope Lindsay and Beaverton Railway was built through the township in 1857, but the station was placed at an extraordinary distence from the village. This was apperently done by the railway company out of spite because the bonus paid them had fallen short of their demands.

The name of the village was now changed to Omemee, after the Omemee or "Pigeon" family of Mississaga Indians, who had long made this neighborhood their hunting-ground. The names of Pigeon Creek, Pigeon Lake, and Omemee have thus a common origin.

Incorporation as a village was secured in 1874. The first Village Council was constituted as follows:—Reeve, Wm. Cottingham, Councillors Jas. Ivory, Wm. Neil John English and Copeland Laidley. Its officials were:—Clerk C. Knowlson, Treasurer, W. S. Cottingham, Collector, S. English, Assessors J. Ritchie and W. H. Hill.

Omemee reached its maximum of prosperity and population in 1873, when it had 835 inhabitants. There were then three churches, a high school and a public school, a grist mill, two sawmills, a tannery, a foundry, a shingle mill, a cloth mill, four hotels and several stores. The "Herder," now of Lindsay, had been published in Omemee from 1856 to 1867, but its successor in the seventies was the "Herald," now defunct.

By 1920 the population had dwindled to 467. The industrial competition of the cities has had a blighting effect on local manufacturing and the general decline of the countryside has been reflected in village life. It still functions, however, as the natural economic focus of the township.

There has been no other considerable village in Emily. The quondem post office of King's Wharf dates from the time of the Robinson immigration and a Roman Catholic church built in the forties at "Downey's Cross" has been surrounded by the modern hamlet of Downeyville.

The original St. Luke's church was a log structure put up on the present cemetery site by Father Fitzpatrick of Lindsay. The first resident priest at Downeyville was Father Burke, appointed in 1851. Under his successor, Father Coyle, a new frame church was built in 1858. This church was bricked over and remodelled in 1894, during the incumbency of Father Breitherton.

The Municipal History of Emily.

The municipal history of Emily may be said to commence in 1824 when Samuel Cottingham collected the first taxes amounting to sixteen shillings and carried them to the Treasurer of the Newcastle District at Cobourg. His commission as collector was one shilling, and

his expenses in the undertaking borne by himself, amounted to several shillings

The Colborne District was formed in 1841 and allegiance transferred from Cobourg to Peterborough A new system of local government was now inaugurated, whereby each township had local officials, wardens, and a clerk, a tax-collector and an assessor, and also elected representatives to a District Council at Peterborough Jos L Hughes, the postmaster at Williamstown, and Wm Cottingham, the miller, were the first District Councillors from Emily They, along with Deanis Hullehen were also Township Wardens The Township Clerk was Christopher Knowlson, the Collector Hugh Collum, and the Assessor, James English The chief work of the township officers lay in the extension of roads and schools Economy seems to have been strictly observed, for the township accounts for the period 1843-49 shows a total expenditure of only thirty two dollars

In 1850 the Colborne District became Peterboro County and the modern system of municipal institutions was established The first Township Council under this form of administration comprised the following —Reeve, Wm Cottingham, Councillors Wm Buck, Thomas Fee, Christopher Knowlson, and Michael Lehane The official appointments were —Clerk Robert Grandy, Treasurer, Thomas Mitchell, Assessor, James English, Collector, Arthur McQuade, Auditors, T Crawford and H Sherwin, Superintendent of Schools, Dr Irons

Recent Statistics of Interest.

The last Dominion Census, taken in 1911, shows that the racial strains and religious cleavages of early days still persist with great distinctness The chief stocks represented in Emily, including Omemee, were as follows —Irish 2,117, English, 852, Scotch, 114 The main denominational groupings were —Methodists, 979, Roman Catholics, 883, Anglicans, 493, Presbyterians 242

The total resident population of the township apart from Omemee was 2554 in 1880 The assessment returns of 1920 show that this rural population has dropped to 1656, a decrease of over thirty-five per cent The county assessment of Emily, however, stands now at $1 664,018 which is nominally twice that of 1880

(B). The Township of Mariposa.

Mariposa is the Spanish word for "butterfly" No record or even legend persists to explain through what whim of early officialdom a backwoods township was so named

Mariposa township was surveyed in 1820 and formally attached to Durham County Newcastle District in 1821 In shape it was originally a rectangle, nine miles from east to west and fifteen from north to south There was added to it later, however a broken southern front on Lake Scugog, now known as concessions A, B, C, and D, Mariposa, but formerly attached to the township of Cartwright, which now lies entirely on the south side of the lake The other municipal neighbors of Mariposa are Ops and Fenelon on the east, Eldon on the north and Brock, in Ontario County, on the west Its superficial area is 75 102 acres The land surface is moderately undulating with a very immature drainage system The chief stream, known variously as Big Creek,

Black Creek, Davidson's Creek, West Cross Creek and Mariposa Brook, rises in swamps near Manilla on the western boundary, flows eight miles northeast to about Lot 18, Concession 13, then turns directly south until it passes Little Britain on Concession 4, and finally turns east to pass out of the township on the 3rd Concession and empty into the Scugog River in Ops. The meagre flow and gentle current of even this main stream and the consequent lack of any considerable water-power is beyond doubt the explanation for the absence of any outstanding village in Mariposa. The soil, however, has always surpassed in richness that of any other township in Victoria. Once the heavy timber had been removed, it held, as it still holds, an easy leadership in agricultural prosperity.

This well-known fertility of the township resulted in the blocking of general settlement until nearly a decade after the major immigration into Emily. For the Canada Company secured large concessions here, George Strange Boulton of Port Hope, the Family Compact member for Durham, arranged for a rich grant to himself, and lesser oligarchs were not wanting.

For many years Mariposa was visited annually by these economic parasites, who came in to inspect and invest for speculation, but not to occupy the land. At last in 1827, S. Patterson, of Markham, Ontario, settled near the modern Manilla. Others who located prior to 1830 on land near Manilla which they purchased from the Canada Company at from $1.50 to $2.00 per acre were the Ewings, McLeods, Houghs, McPhersons, Phillings, and Winters. Just before and during 1831, a large contingent of Scotch settlers, chiefly from Argyleshire, poured in along the Eldon boundary on the north. Amongst the families who overflowed on the south side of the line were the Blacks, Cathlins, Campbells, Charltons, Copelands, Grants, Irishes, Kinnells, McCrimmons, McCuaigs, McGinnisses, McLeans, Ringlands, Spences and Wicks. In 1831, also, the Edwards and Williams families took up land along the western boundary and one Samuel Dick built his cabin in the hardwood forest near the site of modern Oakwood. His nearest neighbors on the east were at Purdy's Mills, nearly nine miles away. In this same year, when actual settlers began to increase and set about the improvement of the land, the blowfly swarm of speculators became so numerous and importunate that the Land Office refused to grant any further locations without an express pledge of settlement. Fortunately men were not lacking to undertake such pledges. For the next three years there was a steady immigration of settlers of the very best type, chiefly Canadian-born pioneers of the second generation whose fathers had hewn out prosperity in the front townships of Northumberland County and in the Ontario County townships of Whitchurch and Markham. Most of these families settled in the centre of the township, along "Big Creek." Amongst them were the Armitages, Bacons, Bansells, Davidsons, DeGeers, Delongs, Dundases, Haights, Hubbells, Lakes, Lloyds, Marks, Minthorns, McNeils, McWilliams, O'Briens, Penroses, Piersons, Readers, Richardsons, Roadhouses, Taylors, Tifts, Waites and Weldons. From 1834 to 1837 a few more families drifted in each year. Prominent among those who settled in the eastern part of the

township were William Brown, William Bowes, and John Crnes, a Quaker. For many years yet there was little or no communication between the Canadian-born settlers in the centre of Mariposa and their Scotch neighbors on the northern border, for a deep tract of difficult forest, held by speculators, intervened. There were likewise very few early settlers in the extreme south of the township.

All of these pioneers in Mariposa came in from the south and southwest and not by way of Peterborough, Cavan, or Emily. Supplies were first obtained from Newmarket, then from Prince Albert, on Lake Scugog, and finally from Port Perry. Trade was not opened up with Lindsay until very much later. In the beginning, the nearest post office for the receipt and despatch of mails was at Butcher's Point on Lake Simcoe. Then Prince Albert was for a short time the closest centre for mail, until "Mariposa" post office was opened at what is now Manilla.

By 1850 the population of the township had risen to 1863, only 269 fewer than in 1920. The harvest of that year included 70,000 bushels of wheat, 41,000 bushels of oats, 14,000 bushels of peas, 33,000 bushels of potatoes, 31,000 bushels of turnips, 38,900 pounds of maple sugar, 10,500 pounds of wool, and 4,000 pounds of butter. This represented, however only a small portion of the effort of that day, for the great task of each farmer was still the conquest of a virgin forest of oak and maple. Such crops as were exported were teamed in the winter-time south to a village (now deserted) called Port Hoover, on the north shore of Lake Scugog, thence across the lake to Caesarea, in Cartwright, and south by road to Port Whitby, on Lake Ontario.

Municipal organization in the early thirties was very slight. Louis Wheters was the first tax-collector and E. R. Irish the first Township Clerk. The personnel of the Magistrate's Court for Mariposa and Eldon combined comprised Messrs. Irish, Ewing Williams, and Calkins. Samuel Davidson represented Mariposa at Peterborough on the first Council of Colborne District in 1842. The first Township Council after the Municipal Act of 1849 included the following — Reeve, John Jacobs; Councillors, Samuel Davidson, Obadiah Rogers, Robert Whiteside, and William Remesy; Clerk, A. A. McLaughlin; Treasurer, James Thorndyke.

A Business Directory of Canada published in 1850, gives the following names in Mariposa —Coulter's Corners (now Manilla) Mary Douglas, Postmistress; George Smith, merchant; L. McKinnon, carpenter; D. McLean, carpenter. Oakwood: A. A. McLaughlin, Postmaster and inn-keeper; Thomas Marks, inn-keeper.

A Trio of County Villages

Mariposa is easily the most fertile township in Victoria County. It lacks, however, two of the most efficient factors in the development of village life. There is no abundance of waterpower and no focusing of railroads. The old Indian portage of Onigoning at the rapids in the Scugog River in Ops has had both and has therefore become the site of Lindsay, the only town in the county. In Mariposa, on the contrary,

there have been three small villages, Manilla, Oakwood and Little Britain, none of them incorporated, which have grown up around a Post Office, a Township Hall and a small mill respectively.

MANILLA straddles the boundary between Victoria and Ontario Counties on the line between the 8th and 9th Concessions of Mariposa. The germ of the present village was the Post Office opened up here in 1837 in the log store of Jacob Ham. For six years this was the only Post Office for the township. Soon afterwards the Bible Christians built a church, which was rebuilt of brick in 1871. The Presbyterians built in 1853, the Baptists in 1856, the Congregationalists in 1860, and the Methodists about 1870. A certain amount of trade and industry also gathered about this centre. In 1851 the village boasted a flour mill, run by steam because of the absence of waterpower, a rake factory, and half a dozen stores.

OAKWOOD is situated on blocks off lots 15 and 16 in concessions 8 and 9. The name is derived from the heavy forest of oak which originally covered this neighborhood. James Tift settled here about 1833 and may therefore be regarded as the father of the village. In 1843 a Post Office was established with A. McLaughlin as Postmaster. Peter Perry of Whitby opened a store in 1844 and in the following year a Township Hall was built. The Hall has been rebuilt once since that time but has never ceased to be the municipal focus of the township.

The first tavern or hotel at Oakwood was run by Thomas Marks. He was succeeded by Thomas Hueston and he in turn by William Banks, who carried on the business for nearly twenty years.

The first church was built by the Bible Christians in 1859. The Episcopal Methodists built five years later, the Canada Methodists in 1868, and the Anglicans in 1860.

Oakwood reached the peak of its prosperity in the eighties. In 1885 its population was about 330. Of that number there were 75 children between the ages of seven and eleven and 127 between the ages of five and twenty-one. Oakwood took just pride in her young people in those days.

The chief business firm in 1885 was the general store of Hogg Bros., with which was associated a 30,000 bushel grain elevator at Mariposa Station, a mile from the village. To this elevator came Mariposa's export trade in cereals, and its clover seed, which has gained a wide reputation. Hogg Bros. also managed the Post Office and telegraph office. Other units in the commercial aggregate were A. Cameron's general store, M. N. Anderson's tailor shop, William Brunker's hotel, Alfred Lake's machinery depot, Thomas Staples' blacksmith and carriage works, Nicholas Hill's blacksmith and carriage works, George Humphrey's carriage works, W. H. Harper's harness shop, and Robert Broad's hardware store.

Prominent citizens of that day were James Thorndyke, J. F. Cunnings, Robert Webster, Sr., William Webster, Jesse Weldon, Sr., W. A. Silverwood, John Coad, David King, Richard Hancock, and A. Lake.

The first mile of concession road east from the village is bisected at right angles by Mariposa Brook. The neighborhood of this intersection, known locally as "The Crick," was once busy with tanning and

gristing, but by 1888 a brick-yard and a livery stable were all its boast.

The next cross-roads to the east again was known as East Oakwood or Taylor's Corners. Here the Hon. S. C. Wood, before the days of his political bloom, did business in "The Stone Store," in the eighties John Maunder and William Wakeley manufactured wagons and carriages here.

LITTLE BRITAIN is on lots 15 and 16, concessions 4 and 5, four miles straight south of Oakwood on the old grain route to Port Hoover. It is built almost at the intersection of Mariposa Brook and a small tributary which flows through the village from the west. It was founded by Harrison Haight, who settled here in 1834 and three years later built the first mill in Mariposa. This mill, which was not demolished until 1910, required the efforts of nearly the whole countryside for its erection, for its beams and posts were of ponderous white oak. At this time there was no bridge over the creek and no road between Little Britain and Oakwood. Robert F. Whiteside was the village's chief merchant and leading citizen during the pioneer period. In 1850 the Christians opened a church and in 1852 the Bible Christians followed suit. A Post Office was not opened until 1853.

The year 1888 saw Little Britain the largest business centre in the township. The chief industries were: Joseph Maunder's carriage and blacksmithing works; Wm. Burden's carriage and blacksmithing works; Maunder's sash, door and planing factory and shingle mill; Edwin Mark's foundry and implement works; Isaac Finley's steam roller flour mill, and Davidson's flour mill. W. H. Pogue, S. H. Metherell, J. Weldon and T. H. Morton ran general stores. T. H. Morton also had the Post Office. H. C. Wills owned a grocery store and also ran the stage to Mariposa Station. A. M. Rusland had a tinware store, R. Smith a furniture store, S. Champion a tailor shop, and both Wm. Rodd and John Eck harness shops. Joseph Jenkins ran the village hotel.

The chief sanctuaries were the large Methodist church on Mill Street West, presided over by the Rev. William Briden and his assistant, the Rev. S. H. Anderson, and the Christian church, tended by the Rev. J. C. Pilkie.

Prominent among the pioneer names in and about Little Britain are those of Broad, Cory, Davidson, Dix, Eakins, Glass, Glennie, Greenaway, Hall, Henderson, Johnston, King, Marks, Metherell, Netherton, Perkinson, Prouse, Rays, Rodman, Slemmon, Stewart, Wells, Webster, Whiteside, and Wickett.

None of these three villages, Manilla, Oakwood, and Little Britain, have attained dimensions sufficient to command incorporation. The reason, as already suggested, lies in the absence of power for industry and in the fact that no railway station has been placed within a mile of their borders. Whether this represents the balanced result of village plotting and counter-plotting in the days of railway construction, or whether the railway-builders were inadequately honused, or whether the present route of the Whitby-Lindsay division was the necessary

choice of civil engineers, is somewhat uncertain. In any case, the railway has contributed nothing to the growth of these centres.

There are no other villages in Mariposa. Woodville is an incorporated village on the Eldon boundary but is usually reckoned as belonging to the latter township, even though part of its population has spilled over on the 15th concession of Mariposa. Linden Valley in the northeast, Glandine on the Ops boundary, Volentia in the southeast and Fingerboard in the southwest are former postal hamlets with little more than a church and a smithy. Cresswell is a hamlet on the Whitby-Lindsay division just south of Manilla Junction. Grass Hill is a station on the Coboconk division at the Eldon boundary. A grain warehouse is its chief ornament.

A Section on Recent Statistics.

The Dominion census of 1911 throws interesting light on the population of Mariposa. The chief racial strains represented were as follows:—English 2,321; Irish, 733; Scotch, 646. The denominational subdivisions were as follows:—Methodists, 2,678; Presbyterians, 757, Anglicans, 125; Christians, 114, Baptists 43; Roman Catholics, 28. The population of Mariposa has fallen off remarkably during the last generation. From 1871 to 1920, it dropped from 5563 to 3132, a loss of 2231 or over forty one per cent.

The assessed value of real and personal property within the township was set at $2,480,875 in 1878 and at $3,722,835 in 1920. This latter figure is greater than the assessment of Eldon and Emily combined, and more than twice the total value of Somerville, Bexley, Laxton, Cardan, Digby, Dalton and Longford.

(C). The Township of Ops.

The township of Ops is named after the Roman goddess of plenty and fertility. Ops was the wife of Saturn and the patroness of plenty.

The choice of such a name was not inept. The township is made up of a blanket of rich clay loam spread over a bed of comparatively level limestone in outline it is a rectangle ten and a half concessions, or about nine miles, from west to east, and twenty-eight and a half lots, or some eleven miles, from south to north. Its area is divided into approximate east and west halves by the Scugog River, which flows from Scugog Lake in the southwest corner of the township into Sturgeon Lake, near the centre of northern boundary. The town of Lindsay is built beside the river on Lots 12, 20, 21 and 22, Concessions V and VI or almost in the centre of the north half of Ops. The Scugog has several tributaries. East Cross Creek, which joins it on Lot 3, Concession IV, divides into two main branches on Lot 5, Concession V, one arm, East River, pushing southward far into Cartwright Township, Durham County, and the other, Stony Creek, stretching east to the 9th of Ops and thence in a general northerly direction past Reaboro into a long swamp that extends even beyond Byrnell Station, near the

northeast corner of the township. Just opposite the mouth of East Cross Creek, Mariposa Brook, or West Cross Creek, debouches into the Scugog. This stream drains most of Mariposa Township, to the west. Smaller auxiliaries to the main river are Sucker Creek, which enters from the east just south of the Lindsay Protestant cemetery, and the Old Distillery Creek (formerly known as Logie's Creek or Hopkins' Creek) which drains a swampy area to the northwest of Lindsay. In the early days, nearly all the streams of Ops were associated with wide tracts of marsh and bog that long proved a stubborn obstacle to farm development.

Pioneers in Southwest Ops.

The first grants of land in Ops that can be traced in the provincial archives at Toronto are to Patrick and John Connel, brothers and Irishmen, and were made in December, 1825. John Connel settled on Lot 3, Concession I, and Patrick on Lot 7, Concession II. The latter, who was known for the rest of his life as "King Connel," was ultimately buried on his farm where his grave may still be seen. The Order-in-Council by which the land was given him reads as follows:—"In Council, 23rd December, 1825. Ordered that Patrick Connel, a native of Ireland, now of the town of York, yeoman, who has a wife and six children, shall receive a grant of two hundred acres of land. Regulations, 31st January, 1824, as explained in Council 29th April following (Sgd.) John Berkie, Comptroller." The document bears the following endorsements:—"Warrant No. 4957. Patrick Connel O'C, Dec. 1825. Regl. 31 January 1824. Certified to be located by the Hon. P. Robinson, 27th March, 1826. Lot 7, 2nd Con. Ops., 200 acres."

The next recorded grant was on March 30, 1826, when a clear patent for 2533 acres for given to one Duncan McDonell, of the village of Greenfield, Glengarry County. McDonell had conducted the government survey of Ops, and was thus paid in land instead of cash. The allotments which made up his estate were as follows: Lot 1, Con. I, Lots 14, 16, and 19, Con. III, Lot 13, Con. IV, Lots 13, 19, and 24, Con. V, Lots 8, 17, and 19, Con. VI, Lots 17 and west half 27, Con. VII, Lot 26, Con. VIII, Lot 5, Con. X. These lots, which were doubtless singled out by him as the choicest morsels in the township, have the following owners at the present day:—I. Goodhand, Allen Irvine, W. Waldon, Leo Gunn, John Johnston, Thomas Hickson, Dennis Fitzpatrick, Walter Cornell, William Cornell, P. J. Murphy, Senator George McHugh, E. W. Jennings, W. E. Curtis, Wm. Reeds, James Carlin, D. Twohey, Daniel Murphy, John Brown, Robert Brown, T. Giltenan, W. Wilson, Allen Currius, R. B. Agnew, D. V. Pogue, Elize Pogue, Fred Dawson, J. Shew, and L. Shew. The Duncan McDonell grant also included all that portion of Lindsay which lies south of Durham Street, a full one-quarter of the entire town.

McDonell himself never settled in Ops, but two of his assistants, Pat Lee and Dan Shenahan, took up small grants and remained to work

them. Lee settled on Lot 5, Concession II, which lies on both sides of the Scugog. The eastern portion, totalling 107 acres, and now owned by Robert Jordan, he left in bush, while the western fragment, amounting to only 22 acres, he occupied and cleared because neighbors were closer at hand. This latter portion is now part of James O'Reilly's farm. Shanahan, the other of McDonell's men, located on Lot 3, Concession III.

Patrick Dann was a very early settler, who is supposed to have squatted on the north half of Lot 12, Concession V, long before the township was opened. John Ferris, an immigrant from Antrim, Ireland, bought this property from him in 1830. John Brady visited the township in 1822, but left again and did not return to settle permanently until 1827. In the following year three brothers, Philip, Patrick, and James Murray, settled side by side on Lots 3 and 4 orth one-half 5, Concession V. About the same time a number of families from a single neighborhood in South Ulster entered in a body. Amongst these were Michael Brady, Terence Brady, Edward Murphy, Patrick Hoey, and Bryan Hoey. About 1829 John Maloney, Dennis Twohey and John Jones settled on Lots 17, 18, and 19, Concession IV. Other early pioneers in the southwestern part of the township were Michael Lenehan, Oliver Bourke, John Pyne, Thomas Pyne, Michael O'Brien, Patrick Hannavan, the Hazeltons, Hydes, Millers, and others. Roger McHugh, grandfather of Senator George McHugh, settled on Lot 14, Concession V, in July 1832. He was a discharged Irish sergeant from the 3rd Garrison Battalion and this 200 acres was a free pensionary grant, even stationery being charged to the Crown, as stated in the Order-in-Council, Warrant No. T 57.

The Eastern Concessions.

Most of the earliest settlers in Southwest Ops came by way of Bowmanville or Whitby and Port Perry. Meanwhile, however, another area of settlement was developing along the eastern concessions, and by the eighteen-thirties the general route into Ops was from Emily and not from south or southwest.

The first permanent settler on the eastern boundary was Abner Cuningham, a Robinson immigrant who came in early in 1826. Cuningham had four sons, Joseph, Joshua, John and Abner. Near neighbors were the Sutherlands, Nugents, Powers, O'Donells, Scullys, and Cornells. David and Charles Cornell, though at this time transplanted from Limerick County, Ireland, were really descendants of Palatine refugees who had been granted an asylum there in the reign of Queen Anne. James Macdonald and John Blaylock were old Peninsular War veterans who settled hereabouts. The former lived to be an active man at 108 years of age.

Thomas Rea was a man of prominence in this neighborhood. Rea was a native of Fermanagh, Ireland, and had mastered the crafts of carpenter, cooper, smith and weaver. He came to Canada in 1820,

hut sojourned temporerily in York and in Mnlmur Towaship, Dufferin County ,before settling finelly in Ops, on Lot 7, Con X. Here he secured a goverament contrect to huild a road exteading from Lot 5 on the Emily boandary up as far as John Walher's farm, Lot 15, Concession VII, end passing diagonally through the modern hamlet of Reaboro, so named in his honor A few years later this same locality was noted for a stone house, huilt and occupied by one Francis Kelly, who handled the stage route west from Peterhorough over this road. Among the early settlers west of Reahoro were the Connollys, Walkers, and McDonoughs, who came from Fermenagh.

South and Centre.

William Reynolds and his brother Rohert were pioneers in the Mt Horeb neighborhood They were natives of Tipperary, Ireland. Duncan Fisher settled on Lot 12, Con VIII in 1823. His sons were Peter and Donald. The former died in 1915 in his ninetieth year, and the latter in 1920 in his ninety-fourth year. The Skuces and Pogues also located early in the southern part of the township.

The orlginal reservation for the site of Lindsay wse a 400-acre tract comprising Lots 20 and 21, Concession V Prominent among the land owners neer at hend were Capt John Logie, e naval officer who held 700 acres, namely, Lot 18, Concession VI, on which he himself lived in a frame house near the river bank, Lot 24 and the north half of Lot 23, Concession IV, which later passed into the hands of the Hopkins family, and Lot 20, Concesslon VII, now occupied by two of his grondsons, Messrs Henry and Robert Logie. A men named Moe owned 400 acres immediately adjoleing the townsite on the north and Duncan McDonell of Glengarry held an equal reservation just south of the site.

Some Annals of the Scugog.

The history of the growth of Lindsay will be given leter in a separate chapter.

The story of Scugog River may, however, be appropriately included in the present sketch, end in its telling we shall now come to a men whose name is also written on the first page of Lindsay's annals. This is William Purdy, who, in 1830, built a mill on the river within the modern limits of Lindsay.

The Scugog, before this time, hed heen a very small and shallow stream. The early settlers in Patrick Connel's time used to drive through it with oxen end a jumper loaded with sacks of grain on their way to "Gray's Mill," their eearest gristing-plece, which lay far to the south near Orono. On Lot 21, Concession VI, the banks hecame high end steep, and there were rapids by whlch the river descended three feet. At the head of these rapids, where J. Perrin's boat works now stand, Purdy and his sons Jesse and Hasard hailt a mill end a dam with e hend of ten feet.

He was then authorized by the government to grist for the neigh-

horhood for a toll of one-twelfth. On the 9th of May, 1834, the following Order-in-Council was also granted in his favour:—"Ordered that a Deed issue to William Purdy of the Township of Ops in the District of Newcastle, millers for Lots numbers 20 and 21 in the 6th Concession of the said Township of Ops, and that the Surveyor General do make such a reservation in the Deeds that hereafter issue for the Lots now overflowed by the mill dam as will secure him in the rights of keeping the water at its present height without subjecting him to an action for damages. (Sgd.) John Birkie, Clerk of Executive Council."

Purdy was thus given 400 acres of land and the promise of freedom from legal action from the scores of settlers who were already located upstream and whose land would be extensively inundated by the building of the dam. But all was not well. Not only Scugog River, but East and West Cross Creeks and Scugog Lake as well, were heaped far back over their customary banks. All trees on this drowned land died. The stagnant waters grew miasmic and a plague of fever and ague killed off scores of settlers on the farms near by. Then grief found vent in action and the whole bereaved countryside, from as far south as Port Perry, rose up one summer day in 1838, seized flint-locks, axes, and pitchforks, and marched to Purdy's mill. An attempt was made to call out the militia, but in vain. However, no personal hurt was done but the dam was soon hacked away and swept down stream on the unpent waters.

The grievances of the settlers were so genuine that the government made no attempt to punish this act of violence.

The sequel may be found in an old document recording an agreement made on December 18, 1843, between Purdy and the Board of Works of the Province of Canada, a government department which had been established the year before by Act of Parliament. By this agreement, the Board of Works built a dam and lock farther down the river, on the exact site of the corresponding structure of to-day, and granted Purdy the use of all surplus water that would not be needed for navigation. Purdy was to provide all his own flumes and flume-heads and to keep the dam in repair. The Board of Works was to receive half an acre of land bounded by the river and the present Lindsay and King Streets, and extending five chains to the east, as premises for the house and garden of a lock-tender. Purdy, moreover, was to relinquish all claim for damages for the destruction in 1838 of his first mill-dam, and in settlement for this and all other concessions in the contract he received from the government four hundred pounds in cash.

The government dam had been begun in 1838 and was completed in 1844. It raised the level of the river by seven feet, or three feet less than the earlier maximum. This level was acceptable to the countryside, though complaints were rife several years later, when Hiram Edgelow, Purdy's successor, raised the water an extra foot by placing a flash-board along the top of the dam.

River navigation received an impulse by the building of the lock in 1844. This structure was 131 feet long, and 32 feet 5 inches wide, and had an eight foot lift. At first the chief craft were horse-boats, small barges worked by a treadmill with side paddle-wheels attached to its major drum. A sturdy nag would be placed on the battens at Cæsarea with his nose towards that village, and his steady trampling would bring the one-horse-power vessel slowly down through Lindsay to Fenelon Falls or Bobcaygeon. About 1861, steamboats were built. The "Woodman" of Port Perry was the first to be launched and the "Ogemah" of Fenelon Falls followed shortly after.

In 1855 the government found the canals and locks on the Trent system so heavy a financial loss that it turned all such works over to a corporation known as the "Trent Slide Committee." This corporation abolished the lock at Lindsay and substituted a timber slide. A toll was then exacted on all timber floated.

At the time of this change all the steamboats were on the waters below Lindsay. The township therefore undertook to build a flat wooden bridge, placed on shanties, across the Scugog on the line between Lots 15 and 16, Concession V, west from the Pottery Corners. This new crossing was known as 'Ambrose's Bridge," but was constructed by Charles McCarty. After some years, another steamboat, the 'Lady Ide," was built at Port Perry, and it became necessary to force a passage through the bridge. This was accomplished by swing it in two across the centre and shifting the two halves by means of "cats" or windlasses. The arrangement put too much strain on the bridge, however, and it soon collapsed. Years later, enterprising citizens of Lindsay came out and took away all its timbers for firewood. Today not the smallest trace of "Ambrose's Bridge" can be discovered.

The timber slide on the Scugog gave place to a lock again in 1870. This was installed by Thomas Walters on the same sills as the 1844 lock. The present lock and dam, which are also on this same location, were built in 1908.

Forgotten Highways of Long Ago.

The early roads by which men came to Purdy's mill or departed to north, south, east or west have almost vanished. The present highways tend to follow the correct concession lines but the first bush roads to be slashed through cut deliberately across country towards their objective, though with many a bend and swerve by which to keep on high, dry ground.

A traveller leaving Lindsay for the south would drive out Queen Street, in the East Ward, as far as "Kerry's Corners," where J. R. O'Neill's store now stands. Here he would turn south to Logie Street. There was also a by-road, over "Bigelow's Hill," by which the river could be reached without going as far as Kerry's. The modern Logie Street as far south as J. J. Ward's house is part of the old road. It did not touch the concession line, however, until about Daniel Murphy's gate. It then swerved towards the east about half a lot in order to cross Sucker Creek, returned to the line about Frank Curtin's farm.

and after following the present road for half a mile, struck off towards the river. Thereafter it skirted the Scugog very closely, though keeping to high ground, as far south as Claho, whence it ran straight south to Janetville, Orono and Newcastle.

Should our traveller's destination have been Reaboro, Omemee or Peterborough, he would have taken the same route as far as Kerry's Corners. He would then push on straight east out Queen Street, but on swerving southeast at the present town boundary, he would continue in that direction as far as the line between the 7th and 8th concessions, cutting across the Logie and Ball farms. On one pasture-field here the old road closed some decades ago is still quite distinct. The route next ran down the concession line as far as Lot 14, Concession VIII, now occupied by William Fox, and thence diagonally across country through Reaboro and out into Emily at Lot 5, Concession XI. This last section of the old road is still open.

The first road to Fenelon Falls ran northwest from about the present Presbyterian church, across Brewery Creek, a swampy stream now masked by the Sussex Street Drain and up over the Court House hill. The section that lay across Brewery Creek was known as "The Long Sault" because of its hazardous wetness. Leaving the town on the same northwest run, it crossed the next creek on Lot 24, Concession IV, west of the present Fenelon Road. This lot was occupied by Alex. Logie, a son of Captain John Logie, who ran a sawmill on the creek. The road then passed over the Murphy and James farms ultimately to run north to the boundary on the line between the 2nd and 3rd Concessions. Here, to the east of the road, on Robert Tompkin's farm, about half a mile north of School Section Number 3, was long the chief cemetery for South Fenelon and Northwest Ops. The graveyard may still be seen though fallen upon days of profound neglect. The old Fenelon Road, after crossing the boundary, and slipping down the great limestone escarpment (here very much diminished), struck northeast over the Widow Tompkins' farm, crossed McLaren's Creek by a stone bridge which still remains, midway between the two concession lines, and then ran slantwise towards Cameron. Many decades passed before anyone undertook to chisel a road down the cliff on the line where the main road now descends to McLaren's Creek.

The earliest road to Oakwood went straight west from Lindsay, crossing over a swamp on the 3rd and 4th concessions by means of corduroy.

Still another pioneer road ran southwest from the head of Kent Street West across country to Port Perry. Fifty years ago its course was still very evident, although it was then fenced in. Even at that time pedestrians made use of it for convenience' sake.

Officials and Figures

The municipal history of Ops has followed a course similar to that in the other townships. In 1842, Francis Kelly represented Ops on the first District Council held in Peterborough. The first Township

Council comprised the following:—Reeve, William McDonnell; Councillors, John Gibb, Patrick McHugh, Thomas Rea, and Thomas Keenan. The Clerk was Dr. William Bird. Patrick McHugh was the first reeve of Ops after the separation and incorporation of Lindsay in 1857. In more recent times, John Kennedy and his son Peter have served successively as Township Treasurer for over fifty years.

The chief municipal undertakings in Ops have been the draining of the "Long Swamp," west of Lindsay, in 1880, and of the Stoney Creek area in 1908. The latter scheme ran two trunk drains northeastward from about Lot 6, Con. VI, one past Reaboro and on into Emily and the other via Cunningham's Corners to Salem school. Thorough drainage was supplied for 1246 acres and an outlet for 3809 acres.

A large township hall of brick was built in 1861 at what is now the entrance to the Riverside Cemetery. When the old building was crowded with a nominal on meeting on December 31, 1906, the rotted floor gave way with a crash and jagged rents appeared in the walls. The crowd knocked all the windows from their frames in the mad rush outwards that followed. No one was hurt.

The racial and religious elements are manifested by the decennial census returns of 1911. The races represented are:—Irish, 1690; English, 626; Scotch, 172. The church adherences are:—Methodists, 844; Roman Catholics, 834; Presbyterians, 456; Anglicans, 376; Baptists, 125.

The population of Ops in 1858 was 2101. In 1920, thirty-four years later it had dropped to 1931. The township assessment had increased during that same period, from $1,523,729 to $2,726,765, a valuation greater than that of any other township except Mariposa. A just reservation must always be made for the enhancement of land values by proximity to Lindsay, but urban conditions are not found any distance beyond the town limits, and the most conscientious allowance will still leave Ops a very rich municipality.

(D), The Township of Eldon.

The township of Eldon is named after John Scott, first Earl of Eldon, who was lord high chancellor of England from 1801 to 1827. Eldon, though a consummate judge, was an unprincipled politician and a remorseless enemy of all reform. It should temper Canadian bitterness against the Family Compact to remember that in England itself such a reactionary tyrant was virtual ruler for fifteen years, during the Liverpool administration.

The township which bears his name is a rectangle about twelve miles from north to south and nine from east to west. The superficial area is a little less than one hundred square miles. The neighboring townships are Mariposa on the south, Fenelon on the east, Carden on the north, and Thorah, in Ontario County, on the west.

The soil in the south is excellent, approximating to that of Mariposa. As one goes north, however, the soil becomes thinner and light-

er and the underlying limestones often crop out An old preglacial rock escarpment enters the township on Lot 7, Concession XI, northeast of Hartley, and travels west, with many windings and deviations, to leave it on Lot 11, Concession 1, west of Argyle The northwest corner of Eldon is crossed by the Talbot River and its extension, Cranberry Lake Two tributaries are Butternut Creek, near Bolsover, in the northwest, And Grass River in the northeast A concession east of Kirkfield, Grass River expands into Mitchell's Lake a small body of water which owes much of its present size to the building of the Trent Valley Canal through it This latter work cuts across westward from West Bay, Balsam Lake, in Bexley, to Mitchell's Lake, thence northwest to descend to the Talbot River level north of Kirkfield by a fifty foot hydraulic lift lock, and thereafter twenty-one miles southwest down the Talbot River valley, though not always in its old bed to Lake Simcoe In addition to the streams already mentioned, small creeks flow east and west from the centre of the township into Balsam Lake and Lake Simcoe respectively The sources of nearly all streams and rivers lie in wide tracts of swamp, which are a total loss to agriculture

There are eleven main concessions in Eldon The concessions are numbered from west to east and the lots from south to north Concessions IX and XI for some unknown reason are of only one-half the usual width The name "Palestine" is applied locally to the northern two-thirds of Concessions VII to X, and this neighborhood is further subdivided into "Upper" and "Lower" Palestine

The old Indian trail by which aboriginal travellers had for centuries crossed from Lake Simcoe to Balsam Lake lay in part across North Eldon and was the main route for pioneers here and in Bexley The early settlers used an old punt to cross the Grass River where it interrupted the portage trail on the 9th Concession When the boat was at one bank, travellers on the other side had to wait for some one to come from the opposite direction and bring it across to them There is a tradition that one man waited in this way for two weeks The story is hard to credit, even though the locality is all heavier meadow, without a single tree from which to make a raft

In the early forties the government built a colonization road, still known as the "Portage Road," along the line of the old trail To the north and south of this road, lots were laid out forty-four rods wide and a mile and a quarter deep

Survey and Settlement.

Eldon was surveyed by Henry Ewing in the years 1826-29 As in its sister townships, a dense primeval forest lay everywhere Hardwoods predominated in the south, but north of the limestone escarpment white pine was supreme

The first locations were made in 1827 by Ewing, the surveyor, Louis Winter, whose father settled in Mariposa, two McFadyans, James Cameron and a Frenchman named Pascal Godefroy Ewing took up a block of land east from Ontario County along the Mariposa-

Eldon boundary as far as the modern Grass Hill, at the end of the 6th Concession The village of Woodville lies partly within this same tract, chiefly on Lot 1, Concession III, and Lot 1, Concession II, though much of it had split over on the Mariposa side of the boundary Some of the early settlements were made here, for Ewing sold part of his land while he went ahead with the survey work for two years more

In 1823, a party of immigrants from Argyleshire, Scotland, arrived in Toronto and were offered land at a dollar an acre by "Squire" James Cameron, who had already secured grants in Eldon. They were assured that they would find plenty of provisions at Beaverton, and set out without supplies for that place by way of Yonge Street and Lake Simcoe Beaverton they found almost destitute of stores, and here they had to live for several days on maple sugar Shelter was equally lacking, and the women and children had to live in flimsy tents, made of blankets, while the men, under the guidance of Kenneth Campbell, went deeper into the forest to locate their lots and build log shacks In August, the families were transferred to 'Big Peter' Cameron's settlement, where they found some small new potatoes Finally, in early autumn, flour and pork were brought in from Newmarket at considerable expense, and the new settlers moved in upon their respective holdings The members of this contingent were two families of McAlpines, the McIntyres, Camphells, and McCorquadales, and one McFadyen, who had come from Mull by way of Glengarry.

At first they suffered great privations from the scarcity of food Their flour had to be carried on a man's back from Sunderland, fifteen miles away, where a settler named McFadyen had a small mill. Sometimes they poured lye on their corn and wheat to soften it and take off the hard shell Fathers and mothers would chew grain into a pulp and then give it, like parent robins, to their children. John McAlpine brought in the first cow during the winter, and others followed next year In the spring, leeks were gathered in the woods and used in soup

In 1825 a man named Calder put up a mill at Beaverton, which, according to one early customer, "cracked corn and squeezed wheat" There was no way of cleaning the wheat of the smut which grew thick upon it on these new farms ,and the bread made was quite black, though not unpalatable

In 1829 and 1830 a few more settlers entered Eldon These were the Fergueons, Flnos, McEacherns, Rosses Smiths, and others Then in 1831-38 a great many pensioners took up land in the township and moved in Amongst those in the south were the Ashmans, Bradys, Birminghams, Driscolls, Dunns, Keefes, Lyons, Maktas, Malones, McCullas, McDononghs, McGuires, McIntyres, Pettys, Rileys, Thornburys, Thorntons and Uncles Further north were the Camphells, McKenzies, McCredies ,McReas, Merrys, and Munros Alexander Munro was the first settler on the site of Kirkfield

A little later, several families who had migrated from the Island of Islay, Scotland, to North Carolina, removed in a body to Canada and settled in Thorah and Eldon. Among those locating in Eldon were the McLaughlins and Angus Ray, who later became the first township clerk.

The early settlers, as we have seen, were predominantly Scotch. Later immigrations of English and Irish have tended to disrupt that homogeneity, yet the Scotch have still a clear plurality over all others. The census of 1911 gave the following figures:—Scotch, 1360; English, 613; Irish, 517. Their denominational groupings were as follows:—Presbyterians, 1629, Methodists, 645, Roman Catholics, 270; Anglicans, 103.

Roads and Railroads.

The earliest roads were blazed trails and wagon tracks that wriggled towards their destination along the higher ground. It took a whole day to drive with an ox-cart from Lorneville to Beaverton, where to-day a railway train covers the intervening eight miles in a few minutes. At first supplies were secured from Cameron's store in Beaverton, but preferences soon turned to Purdy's Mills, now Lindsay, which began to develop about 1830. The main route lay east to Cambray and then south to the old Fenelon Road. The village of Cambray sprang into existence chiefly through its being an eligible, though diminutive, mill-site on the main highway from Eldon to Lindsay.

The first railway in Eldon came in 1871, when the line from Port Hope, already completed to Lindsay in 1857, was carried through to Beaverton. This road cut across the southwest corner of Eldon, passing about two miles north of Woodville. In the following year another line, the Toronto and Nipissing running from Toronto to Coboconk, in Bexley, passed through Eldon, entering just west of Woodville, passing north through the limestone escarpment by way of an old river valley opening at Argyle, and leaving the township at the northeast corner. Eldon gave this latter railway a bonus of $44,000. The gift was beyond municipal means yet the development brought about by the new facilities for transportation ultimately justified the gratuity. A third railway, the Canadian Pacific grain line from Port McNicholl, on Georgian Bay, to Bethany Junction, in Durham County, was built through Eldon in 1912. Entering from the west on Lot 17, Concession 1, it parallels the great escarpment as far east as Balsam Lake Station, then slips south through another valley gap in the cliff, and passes out into Mariposa southwest of Hartley.

Record of Municipal Institutions.

In the early days Mariposa and Eldon were linked together as a single magisterial and militia division, but each held separate township meetings. In Eldon, these meetings were called once a year by Henry Ewing, who had been made a magistrate. The first taxes were collected by John McAlpine, and amounted to thirty dollars. The first assessors were Colin Campbell and Donald Gunn. Alexander

Campbell represented Eldon on the first council of the Colborne District, which gathered in Peterboro in 1842

Municipal institutions as we now know them were set up in 1850. The first township council included the following:—Reeve, Israel Ferguson, Councillors, Archibald McFadyen, James McPherson, William McCredie, and Neil Smith. The officials appointed were as follows:—Clerk, Angus Ray, Treasurer, Donald Smith, Assessor, Duncan McEachern, Collector, John McLaughlin, Superintendent of Schools, Rev. John McMurchy, Auditors, F. W. Stevenson and James McLaughlin. It is said that in signing his declaration every pathmaster fence-viewer and pound-keeper down to the humblest subscribed his own signature in full, an uncommon record in these pioneer times.

At first the council meetings were itinerant. For several years the home of James McPherson was a favorite rendezvous. In 1854 business was transacted in the schoolhouse of Section Number One, and in the following year a room was rented for One Pound at the home of Archibald Carrie, Lot 5, Concession II. In 1858 the earlier nomadic system was resumed. After 1858, Woodville became the council's regular headquarters.

The population was 641 in 1838 and 951 in 1842. By 1886 the township, including Woodville, totalled 3482, and by 1920 had decreased to 2485, a shrinkage similar to that in the sister townships. In 1880, the assessment was $22,943.60 and the taxes, for all purposes, $2633.16. The assessment of Eldon and Woodville was $1,096,667 in 1886 and $2,063,607 in 1920.

The Early Kirk in Eldon.

Long before any churches were built, the early settlers held religious meetings in their houses. The first to organize these conventicles was Archibald Sinclair. A man named Gunn, who came from Thorah, also took an active part in these early meetings.

After a few years independent missionaries began to come in. One of these was a Rev. Mr. McPhail, of Sunderland. The first regular minister was the Rev. John McMurchy of the Established Church of Scotland. For some time he had to preach in houses and barns, until a church was built on a lot of two hundred acres near Lorneville, which was donated by Squire Cameron. McMurchy soon married and his parishioners then built a manse. He died twenty years later. By the eighties, his old church stood empty, a bone of bitter contention between the Established Church and the Canada Presbyterian Church.

Village Centres of the Township.

Eldon has a number of small villages, but here as in Mariposa the elements of growth have been lacking. Woodville, Lorneville, Argyle, and Kirkfield are all on the railroad, but all are entirely without water-power, or even sufficient water for ordinary urban needs. Bolsover, which once secured limited water-power from the Talbot

River, is four miles from the nearest railway station Glenarm and Hartley have neither rivers nor contiguous railways. It is through no accident that the village crop has been meagre.

Woodville, on the Mariposa boundary and partially within that township, is an incorporated village with a population of 400 in 1920, according to the assessment rolls. In early days the locality was known as Irish's Corners. The first store here was kept by John Campbell, who was known, from his religious persuasion, as "John the Baptist." The first blacksmith was Alexander Stewart, who lived on the Mariposa side of the boundary. Campbell's store was later rented by two Morrison brothers who added the manufacture of potash to their activities. Artisans, other stores, and the inevitable tavern grew up around the "Corners." At first the nearest Post Office, known as "Eldon," was located a mile to the east, but in the fifties it was moved west to Irish's Corners. The name of the latter hamlet was now changed to "Woodville." John Morrison became the first postmaster in the village proper, and retained the office until his election in 1867 to the first Dominion parliament as Liberal member for North Victoria.

In 1878 Woodville was made a police village, administered by elective commissioners. The commissioners in 1881 were Peter McSweyn, William White, and Roderick Campbell. Its chief industries at this time were a grist mill, two foundries, a cheese factory, a planing mill, and a sash and door factory. Steam was the sole motive power. The village had also a Town Hall, a lock-up, three hotels, and a number of stores and mechanics' shops. A weekly paper, the Woodville "Advocate," which is now defunct, was established in August 1877 by Messrs. Henderson and Cave. There were also two churches, a Free Methodist church, accommodating 250, and a brick Presbyterian church, built for $12,000 in 1877, with a seating capacity of one thousand. Woodville reached its peak of population at 656 in 1886, and has since declined. Great excitement prevailed in 1877, when it was proposed to change the village's name to "Otago." A plebiscite gave a majority of one vote for the new title, but no further action was taken.

Lorneville is a village of 100 persons at the junction of the old Midland and Toronto and Nipissing railways, two miles north of Woodville. It owes its existence to the railroad and some of its population consists of railway men and their families. As there have been no other stimuli to growth, the village has remained static for half a century. A recent directory lists a general store, an hotel, two masons, and a buttermaker. The name is doubtless a compliment to the Marquis of Lorne, son of the 8th duke of Argyll, who was governor-general of Canada from 1878 to 1883.

Argyle is on the Grand Trunk railway about two miles north of Lorneville. Its name commemorates the Scottish shire from which, more than from any other, the pioneers of Eldon came. An earlier appellation was "Scotsville." The present population is somewhat

less than fifty. The business roster comprises a general store, a blacksmith and two carpenters.

Bolsover is a hamlet of about one hundred inhabitants situated on the Talbot River some four miles west of the railway. The village was founded by D. McRae, M. P., who built mills here in the fifties. In 1881, it had a grist mill, a sawmill, a carding-mill and a shingle mill, as well as several taverns, (including the famous hostel of "Biddy Young"), stores, and a Presbyterian church. The decline of lumbering and the aloofness of the railway have, however, brought about its speedy decline, and its former industries have passed into oblivion.

Kirkfield has a population of about three hundred. It lies in a valley, at the intersection of the Portage Road with the main road from Palestine to Carden. A station on the Coboconk division of the G.T.R. is situated a little further to the north. Alexander Munro was the first settler on the village site but it is to John McKenzie and his sons, William, Alexander, Ewen, Duncan and John, that chief credit for material progress is due. A generation ago the McKenzies operated flour mills, woollen mills, and a sash, door, and planing mill. All these plants were dependent on steam power. The McKenzie brothers were also large grain buyers and dealers in telegraph poles, posts, and railroad ties. William McKenzie, later Sir William of Canadian Northern fame, was one of these brothers, and served his apprenticeship in railroad contracting on the local construction work on the Toronto and Nipissing Railway.

Other businesses in the eighties were the general stores of A. C. Mackenzie, M. Perry, J. W. Shields, and M. O'Neill, the waggon shops of Alex. Munro and Wm. King, the tinshop of N. Emsuler and W. A. McCrae, the harness shop of Albert Hadfield and R. G. Wright, the butcher shop of Robert Boynton, the smithy of Alexander Fraser and the hotels of A. Gusty and Hector Campbell.

The disappearance of the northern forests and the consequent lack of cheap fuel made steam-power mills impracticable and these industries in Kirkfield faded away. A business directory of recent date gives the following analysis of the village as it now remains.—Two stone-crushers, five carpenters, three merchants, two butchers, two bankers, one tailor, one harnessmaker, one blacksmith, one painter, one barber, one grain-buyer, one veterinary surgeon, one doctor, and one druggist.

Hartley is an Irish Methodist hamlet in the southeast corner of Eldon, and Glenarm, or "Hardscrabble," a Scotch Presbyterian village half way up the Fenelon boundary. Neither has ever exceeded fifty in population.

Eldon township has thus no fewer than seven villages, but in every case factors necessary for expansion have been lacking. The advent of Hydro-Electric power to centres like Woodville will doubtless suggest possibilities, but the cost of power transmission, the freightage to markets beyond a limited neighborhood, the competition of immense urban corporations, and our unfavorable banking system, will all render problematical any great industrial development. Whe-

ther such growth is always desirable, is a matter for debate. It is sufficient here to note that the development of human communities depends far less on chance or local enthusiasm, than on definite scientific laws.

(E). The Township of Fenelon.

Fenelon Township reminds us, by its name, of Francis Fenelon, the famous seventeenth-century Archbishop of Cambrai, France. Experts assure us, however, that the township was named after the Archbishop's elder brother, who was a Sulpician missionary and explorer in Canada and founded a mission on the Bay of Quinte in 1668.

The superficial area of the municipality is about 108 square miles, but much of this is made up of the water surfaces of three lakes, Sturgeon, Cameron, and Balsam. Sturgeon Lake is shaped roughly like a bent human arm, with the elbow pointing southwards towards Ops, the long fore-arm stretching eastward through Verulam to Bobcaygeon, and the shorter upper arm extending north through the eastern concessions of Fenelon towards Fenelon Falls. The Scugog River flows in at the point of the elbow, and is joined near its debouchure by McLaren's Creek, a smaller stream that flows eastward through South Fenelon. Cameron Lake lies a mile north of Sturgeon Lake and twenty-three feet above it. It is shaped somewhat like a potato, four miles from north to south and two from east to west. It is drained into Sturgeon Lake by the Fenelon River and is reinforced at its northwest end by the united waters of the Balsam and Burnt rivers. The former flows from Balsam Lake a mile to the west and the latter from far to the north and northeast in Haliburton County. The two rivers mingle their waters just before entering Cameron Lake. Balsam Lake may be compared to a wolf's head, with the long muzzle pointing southward as South Bay, two long ears pricked up into Northwest Bay and the Gull River estuary, and the neck half represented by West Bay. It is a large lake and only the wolf's snout projects down into Fenelon township.

It is of interest to note that there are three small bodies of water, each known as "Goose Lake," at or near the south, west and north boundaries of Fenelon respectively. The first is near the mouth of McLaren's Creek and about five miles north of Lindsay. This shallow pool was originally marsh-land but has been made partially navigable by the building of a dam at Bobcaygeon. The second Goose Lake lies two miles north-northwest of Cambray village in the deep moraine-blocked valley of an ancient preglacial river. The third is just north of the mouth of Burnt River, and is a small tract of flooded marsh.

The land surface of Fenelon is more uneven than in Ops and becomes increasingly hilly towards the north. The chief elevations are kames and eskars of morainic sand. The soil is best in the south-east, and the whole southern half of the township is of fair average value. Towards the north, however, steepening hills and swampy depressions are more discouraging to agriculture.

Early Settlements in Fenelon.

Fenelon was surveyed about 1822 but general immigration did not commence until more than ten years later.

The earliest settler was Angus McLaren, who, many years before any formal locations were made, squatted just north of the creek which still bears his name. McLaren had a wife and four daughters and ultimately held some 1400 acres in this neighborhood. Much later than McLaren, but still early in the settlement of the southern borders, were the Edwards, Waldons, and Tompkins. The heyday of McLaren's Creek was in 1852, when Squire Kempt, of Lindsay, brought in a contingent of French-Canadian lumbermen and cleared out the stream and its banks so that the largest squared timber could be brought out and floated down the Trent System to the St. Lawrence and Quebec.

Most of the early settlers in Fenelon came in by way of Peterborough, thence six miles by trail to Bridgenorth, on Chemong Lake, and the rest of the way by rowboat or canoe across Chemong, Pigeon and Sturgeon lakes.

About 1825, John Langton settled on the east shore of the north arm of Sturgeon Lake, on the modern Graham farm. Langton was an M. A. of Cambridge University, and a man of exceptional ability. It is therefore not surprising that he became District Councillor for Fenelon in 1842, Warden of Colborne District in 1847, member of parliament for Peterborough County in 1851, and Auditor-General of Canada in 1855.

In the summer of 1854, William Jordan, with his mother, wife, and four children, became Langton's neighbors on Lot 19, Con. XI. Magistrate George A. Jordan of Minden is a grandson of this William Jordan. Other early settlers in this neighborhood were James Cook, E. Palmer and D. S. Willock. Most of the pioneers in the Sturgeon Lake area were Protestant Irish, who had sought Canada after the passing of the Catholic Emancipation Bill in the Old Land.

In the centre of the township, however, a different nationality was taking possession. About 1840, Isaac G. Moynes and Thos. Moynes struck east from the Scotch settlements in Eldon into the dense swamps and woods of Fenelon. Here, near Lot 20, Concession V, they built their log cabin. Many Scotchmen, the McNabs, Browns, Gilchrists, Marchisons, McNevins, and others, soon followed, and the central and western parts of Fenelon are dominated by Scotch Presbyterians to this day.

Later than Scotch and Irish, and much more numerous than either, came an immigration of English Nonconformists, who located chiefly in the neighborhood of Fenelon Falls.

The census for 1911 gives the following analysis of the township:—English, 1077, Irish, 552, Scotch, 525, Dutch and German, 55, all others, 52. The religious groupings were:—Methodists, 1,185, Presbyterians, 533, Anglicans, 214, Baptists, 105, Roman Catholics, 74, Mormons, 71; all others, 121. The census did not state whether

the seventy-one Mormons constituted a single household

Land around Cameron Lake was granted in early times to Duncan Cameron, a Toronto banker and Family Compact politician. From this circumstance the lake derives its present name. The actual pioneers, however, to whom the credit is due for the clearing and settlement of this locality were John Bellsford, John McIntyre, Hamilton and Samuel Boyce. James Humphrey, and Robert Donaldson, who became County Judge of Peterborough in 1865.

The Village at the Falls.

At the southwest corner of Cameron Lake its waters issued in a considerable river thundered down twenty-three feet over a limestone cliff, and then boiled and spumed through a rocky gorge to Sturgeon Lake, half a mile distant. The conditions of the day made the banks of this cataract an inevitable mill site and ultimately a village site, known first as "Cameron's Falls," and later as "Fenelon Falls."

According to the Ontario Domesday Book, Lot 23 in Concession X, which includes the falls itself and the heart of the modern village, was patented to the Hon. Duncan Cameron. Lots 28, 29, and 30, Con. XI (northeast of the village) were granted to the Earl of Mountcashel and Lots 21, 22, and 24, Con. X, Lots 22 and 23, Con IX, and Lots 21, 24 and 25, Con. XI (all adjacent to and partly included in the present village) were deeded to James Wallis and Robert Jemeson.

In 1841, Wallis and Jameson added Cameron's lot to their holdings and built a grist mill on the left bank of the falls almost at the modern road-bridge. The stones for this mill were brought all the way from Toronto on sleighs in the wintertime.

In 1851, this first establishment was demolished and separate grist and sawmills were built on the same site. In 1851 the first steamboat of the Kawartha lakes, the "Woodman," of Port Perry, arrived in Fenelon Falls on her maiden trip. The following year, James Wallis had the "Ogemah" built at Fenelon Falls, in order to carry his lumber to Port Perry, whence it was teamed to Port Whitby. At the launching of the "Ogemah" a great celebration was held and a free banquet furnished at Wallis's expense to the population of the immediate neighborhood.

This feast was perhaps a minor undertaking, yet a real village was beginning to take form on the east bank of the river. The growth of the gristing and lumbering business called for more hands. The first blacksmith, Jeremiah Twomey, who was later a prominent citizen and a considerable landlord, arrived about 1850. In that year James Wallis opened up a store and a man named Comstock built a log tavern on the site of the later McArthur House near the modern locks. There was also a post office, in charge of William Powles, and an Anglican church and parsonage.

The first Anglican Incumbent the Rev. Mr Fidler, met a tragic death He used to hold occasional services at Willock's Settlement, now Dunsford, south of Sturgeon Lake, and would he rowed thither, a distence of ten miles, by two of his parishioners. One Sunday the little party had returned from such an expedition and had portaged above the falls on the south side, preparatory to crossing over to the parsonage, which stood on the north shore a little farther up. The rowboat was set in the water and the rector and one of his oarsmen climbed into it The current here, just above the falls, was very swift, but could be negotiated with care and hard rowing While the rector was getting to his seat, his companion held the boat fast to shore by seizing some juniper branches But, either through thoughtlessness or a misunderstanding of orders, he let go too soon, and the boat swung out into the current Its occupants were confused and could not adjust the oars in the rowlocks before it was too late With cries that could he faintly heard above the roar of tumbling waters, they were swept over the dam and then over the falls, where their boat was shattered into kindling wood. Their bodies were found next day in the pool just below the falls

As late as 1851 there was only a narrow trail through the woods down the modern main street, but Wellis now had it cut out to full road width floored it with slabs from his lumber mill, and covered the slabs over with gravel He and Jamieson also had the left bank of the river surveyed and plotted into village lots In 1854 Wm Martin opened the Clifton House, now the Kawartha Hotel James Fitzgerald opened a store on Colborne Street and the village grew steadily by the arrival of tradesmen and mechanics until 1859, when the mill burned down

The mill property was then bought by one Sutherland Stayner and lay idle for a long time, to the great detriment of the village Then it was leased, and later bought, by R C Smith, of Port Hope and a Mr Waddell, of Cobourg The new mill built by Smith and Waddell brought immediate prosperity to Fenelon Falls A growing trade in lumber centred here. In 1872 there were three large mills, those of J. D. Smith and Company, of Hilliard and Mowry, and of Green and Ellis ,whose annual cut of pine alone totalled nine, four, and five million feet respectively

In 1872 the Victoria Railway began to build north from Lindsay and its advent was a further stimulus to the growth of Fenelon Falls In 1873 the late Mr E D Hand, who had founded the "Lindsay Advocate" in 1855 and the "Bobcaygeon Independent" fifteen years later, now launched the "Fenelon Falls Gazette," a weekly newspaper of Liberal propensities The "Gazette," after forty-eight years of existence, still carries on its present publishers are the Robson brothers, formerly of Lindsay

Incorporation as a village came to Fenelon Falls in 1875 The first Village Council was composed of the following —Reeve, J. D. Smith, Councillors, J W Fitzgerald, Joseph McArthur, William Jordan, and Richard Jackson

Fenelon Falls had long been the upper terminus for navigation on the Kawartha Lakes, but in 1882 the Federal Government at last agreed to build locks and a short stretch of canal by which to render the upper lakes accessible. The engineers did not attempt to lead the canal up the natural watercourse, but cut out their channel through the steep limestone bank to the north of the falls. Mr. A. P. McDonald, an American, made the lowest tender for construction and was awarded the contract. The first blow was struck on October 17, 1882, and the first rock blasted nine days later. Valor, rather than discretion, marked these operations and large masses of rock crashed into dwellings hundreds of yards away. The locks were to be two in number, thirty-three feet wide and three hundred feet in total length. The cut for the lower lock was to be thirty-six feet deep and for the upper lock twenty-two feet deep. The canal from the upper lock to Cameron Lake was to be sixty feet wide and twelve feet deep. This new public work was opened for navigation in the summer of 1886.

That same year saw Fenelon Falls reach the peak of her prosperity. Her population was then 1312, and has since decreased steadily until in 1920 only 837 inhabitants remained. The wane of lumbering in the country to the north has meant the decline of Fenelon Falls, for it was chiefly on lumbering that she had grown. The completion of the Trent Canal has made her only a way port instead of a terminus for lake trade. Electricity has been developed here, but most of it is transmitted elsewhere, on the Hydro-Electric Commission's Central Ontario 44,000-volt circuit, instead of being utilized industrially in the immediate neighborhood. A recent directory credits the municipality with two flour mills, two sawmills, a wood-turning mill, a woollen mill, four hotels, six churches, and about twenty stores. Tourist traffic and, far more vitally, on the economic services that it may render to the country districts near by.

The chief racial constituents of the population in 1911 were — English, 422, Irish, 346, Scotch, 195; French, 45. The religious denominations at that time were made up thus:—Methodists, 435; Presbyterians, 204, Anglicans, 198, Baptists, 101, Roman Catholics, 69.

Farm Villages and Summer Villages

There are few other villages in Fenelon. Cambray, built chiefly on Lots 5 and 6, Concession I, on the main road from East Eldon to Lindsay, was so named because of the mistaken idea that the township had been named after Francis Fenelon, the Archbishop of Cambrai, France. Its population is largely made up of retired farmers, among whom Scotch Presbyterians perhaps predominate. A small mill-stream, which runs through the village, was probably the deciding factor in the choice of its site, but its industries have never developed greatly and its population has seldom exceeded two hundred and fifty. In February 1866 oil was struck near here at a depth of 350 feet, but its development never prospered. In recent years busi-

ness and occupation have been carried on locally by three general stores, a mill run by A E and W B Feir, four masons, three carpenters, three blacksmiths, one cheesemaker, one thresher, one harnessmaker, and one doctor

Cameron, four miles east h/ north from Cambray, is a much smaller village, with a station on the Haliburton Division of the Grand Trunk Railway Like Cameron Lake, it is named after Duncan Cameron, an early Toronto banker. The neighborhood is chiefly noted for its recurrent epidemics of heterodoxy, under various forms, during the past eighty years

Sturgeon Point and Pleasant Point are summer villages. The former is incorporated, with a tax-roll of 141 and an assessment of $87,373 In summer these cottage communities on the opposite shores of Sturgeon Lake are thronged with urban residents, in winter, all is deserted. From the earliest times the hardwood groves at Sturgeon Point were a favorite rendezvous for picnics and excursions. The first regatta here was held in 1841, eighty years ago All pleasure on that occasion was marred by the drowning of a Mr Wetherup, who upset from his canoe while in the act of taking off his coat He was a powerful swimmer but with his arms thus pinioned behind him he was lost at once Thirty-five years later, Captain George Crandell, of Lindsay, the chief promoter of navigation on local waters, realized the possibilities of Sturgeon Point as a summer village and spent some $25,000 in developing it towards that end In 1878 he built a large summer hotel, the management of which was undertaken by W H Simpson Crandell also purchased an extensive tract adjacent to the hotel and plotted out lots for summer cottages These were quickly bought up and built upon, and thus began the summer colony at the Point The first regatta under the auspices of cottagers was held on September 18, 1878 The event of the day was a double canoe race in which two Rama Reserve Ojibwas named Yellowhead won by a narrow margin from Whetung and Toboco, two Mississagas from the Chemong Reserve The winners paddled a birch bark canoe at seventy strokes to the minute There were several white entrants in this open race, but all were left hopelessly behind by the two Indian crews About this time a black bear was found roaming about near the hotel and was disposed of by excited huntsmen The hotel was destroyed by fire in 1885 but the village about it has continued to flourish Pleasant Point or Hay e Point is a more recent summer village on the lake front of the John Hay farm its ratepayers are even now seeking incorporation

It is a somewhat effete exietence that these large community summar resorts offer to anyone possessed of youth and vigor, hut they are a true paradise for little children and a healthful week-end refuge for urban workers who have no vacation in which to sally by canoe into the magnificent wilderneeses of North Victoria and Haliburton

Population and Assessment.

Fenelon township attained its maximum population in the eigh-

ties and has since declined rapidly In 1888 the township, including Fenelon Falls, totalled 3989 inhabitants In 1920 the county records showed a total of 2848, a decrease of over thirty-three per cent The nominal assessed value of all property in the township and its villages was $1 059,884 in 1886, and in 1920, $2,213,460, or a little more than twice the earlier estimate However, Dun's price indexes for 1886 and 1920 are in the ratio of 98 to 250, so that, on this basis the present assessment amounts to only $842,873 in terms of 1886 values

(F.) The Township of Verulam

Verulam township is named after James Walter Grimston, Earl of Verulam, (1775-1845), who was brother-in-law of Lord Liverpool, the nominal premier of England from 1812 to 1827 This Canadian municipality seems to be Grimston's sole claim to reputation, for one seeks in vain for mention of him in any dictionary or encyclopedia

Verulam is bounded on the south by Emily, on the east by Harvey township, (in Peterborough County) on the north by Somerville, and on the west by Fenelon In plan, it is a rectangle, ten concessions or eight miles, from west to east, and some thirty-two lots, or about twelve miles, from south to north The east arm of Sturgeon Lake runs completely across the township in an east-northeasterly direction About two-fifths of the land area lies to the south of the lake and the remainder to the north On the eastern boundary, Sturgeon Lake finds an outlet into Pigeon Lake by two channels, on either side of a considerable island The north or main channel is known as North River and the meagre stream to the south as "Little Bob." An abbreviation of the name Bobcaygeon, itself a corruption of the Indian title for the 'shallow rapids" in North River The name Bobcaygeon is now applied to the incorporated village which has been built partly on the island and partly on the mainland to the north About the centre of the southern boundary is Emily Lake, a mile and a half in length and like a human stomach in outline It is fed by Emily Creek which flows down from Emily township through a wide, steep valley, and is drained into Sturgeon Lake by the same stream Other creeks flow into Sturgeon Lake from the north, and two small streams, divided from the others by a watershed, actually run northwest into the Fenelon and Burnt rivers respectively

Most of the township north of Sturgeon Lake is broken and rocky with an interspersion of shallow swamps The area south of the lake is considered preferable for farming but there is much drowned land along Emily Creek and a great cranberry marsh extending from Emily Lake eastward to Pigeon Lake The timber in early times was chiefly pine with an intermixture of hardwood

Survey by John Houston in 1831.

The government survey of Verulam was conducted by John Houston and completed by 1831 The township was placed on the market

in 1832, but so much of it was seized upon by speculators that settlement was retarded for many years.

Long before the government survey, an Indian trader named Billy McKeough had located on the site of Bobcaygeon village to do business with the Mississaga Indians of the neighborhood. The Smiths of Port Hope also traded with the Indians hereabouts, and tradition states that in buying beaver skins at ten dollars a pound they would place a hand on the scale to represent one pound and a foot to represent two pounds.

First Settlers Hunter and Bell.

The first serious settlement of Verulam was in 1832 when John Hunter located in the southeast corner of the township and Wm. Bell near the Harvey boundary, north of Bobcaygeon. In the fall of that year John McFeeters settled near the Emily boundary and some Frasers and McAndrews near the Fenelon boundary.

These pioneers, and almost all others who came to Verulam for the next fifty years, entered from the east. They would come on foot or by ox-cart from Peterborough northwest to Bridgenorth over six miles of miry, log-strewn trail. From Bridgenorth they would proceed by punt, scow, bateau, or canoe up Chemong or Mud Lake and through the narrows at Oak Orchard into Pigeon Lake. At Bobcaygeon all luggage would be portaged, but before the building of a dam the scows and punts would be poled up the rapids. Sturgeon Lake was thereafter the trail for those proceeding further west.

In 1833 some Fermanagh Irishmen who had located in Harvey in the previous year moved across the boundary and took up land near William Bell. Among these were the Grays, Murdochs and McConnells. William Junkin, John Stewart and others settled in the north centre of the township and Matthew Ingram east again from them.

Most of the land immediately adjacent to Sturgeon Lake was taken up by retired army and navy officers and by English gentry. On the north shore, the Vissirds, Wickams, and Edward Attlo entered in 1833, the Boyds in 1834 and the Dunsfords in 1837. The head of the latter household was the Rev. James H. Dunsford (1788-1852), who was an M. A. of Oxford and rector of Tretherne, Gloucestershire. In 1844 he retired from Verulam to Peterborough, where he edited the "Gazette" for several years. His sons, James W. and Hartley Dunsford, established a shingle mill on the north shore near Red Rock. The former was many times Reeve of Verulam, while the latter was appointed Registrar of Victoria County in 1858 and died in Lindsay in 1891.

Along the south shore of Sturgeon Lake were the Darcases, Frasers, Johns and Thompsons.

"Scotch" and "Military" Lines.

The "Scotch Line," between Concessions V and VI, from Sturgeon

Lake south to Emily Lake, was first settled in 1833. Early in that year Captain Andrew Fraser, a Scotch veteran of Waterloo, located here on the lake shore. That same autumn brought a Highland Scotch contingent of two single brothers named McDonald, a McPhail with a grown-up son and daughter, and Robert Robertson with his wife, four little children and a nurse. The men had come in first to build log shacks, leaving their families in Peterborough. When the rude dwellings were ready, they brought in the remainder of the party by ox cart to Bridgenorth and thence through Chemong, Pigeon and Sturgeon Lakes by scow. They camped on the open shore of Sturgeon Lake on the night of October 29, 1833, and awoke next morning to find the lake frozen solid. These three families settled on Lots 9 and 10, Concession V, and Lot 10, Concession VI. Robertson and the McDonalds had brought whip-saws with them from Scotland and by rigging up sawpits soon prepared their own boards for walls, doors, benches and bedsteads. Some years later, other Scotch families located along the same road. Thomas Robertson, one son of the pioneer Robert Robertson, still survives on the old homestead.

The road between Concessions VI and VII was settled by pensioners, the Lithgows, Murdochs, Grays, Hamiltons, and others, and was therefore called "the Military Line." The next line to the east was taken up by Irish Protestants, such as the Longs, Steeles and Middletons.

The area to the west of Emily Creek was taken up by four families of Thurstons, three families of Bells, and the Kennedys, McColliums, Iretons, Flyens, and Sheriffs.

The first white child born in Verulam township north of Sturgeon Lake was a daughter of Matthew Ingram. The first baby south of the lake was John Robertson, a son of Robert Robertson.

The Mill Village of Bobcaygeon.

The virtual founder of Bobcaygeon was Thomas Need, who in 1832 was granted 400 acres of land on and adjacent to Bobcaygeon Island as a bonus towards building a sawmill and a grist mill for the new township. The sawmill, equipped with a single upright saw, was built first and for a time all the settlers, both north and south of Sturgeon Lake, had to take their grain by a trail south from the "Scotch Line" to Wm. Cottingham's mill at Metcalfe. Even when Need did add a pair of gristing stones to his equipment he still went without a bolt for a long time. He opened the first store in Bobcaygeon, and was also the first postmaster. The government had reserved and surveyed a townsite on the north bank of the river, but the miller, with characteristic enterprise, had streets laid out and lots platted on his island by John Read, and the village of today occupies parts of both sites. He sold out his interests in 1844 to Mossom Boyd, and left the neighborhood, never to return.

Other citizens of Bobcaygeon in 1832 were Campbell Sawyer on the north side of the river and two men, Forrest and Long by name,

who lived in log cabins at the head of the island In 1834 John Henry Taylor and Charles Bailey came in and lived with Forrest Soon afterward James McConnell built the first frame house of the village (on the north side of the river) and opened it as the 'Travellers Home' The raising of the Buckhorn dam in 1841 isolated this tavern from the mainland, and a more satisfactory building was therefore erected on the present Rockland House site

Edward Lyle opened the second store in Bobcaygeon Later business men were E T Harlow, W McCamus, W B Read J T Robinson, and J H Thompson

A lock at Bobcaygeon was undertaken as early at 1834 by Messrs Pearse, Dumbie and Hoar, contractors, for the prospective remuneration of £1600 The unsettled state of the country and the outbreak of 1837 kept the work in check but it was completed by 1840 Thomas Need was at this time one of five "Commissioners for superintending the improvement of the navigation of the Newcastle District." His successor, Mossom Boyd, also took an active interest in the canalization of the Trent system and when, after decades of apathy, the government began in the seventies to consider further extensions, he had a voluminous report prepared at his own expense The Bobcaygeon lock has been rebuilt in 1857 and in 1921

The first divine service at Bobcaygeon was a conventicle held in McConnell's tavern by the Rev. Mr. Edwards, a Baptist minister from Peterborough Sunday school was carried on in Forrest's log cabin on the island The first Quarterly Board of the Methodist church met on May 15, 1858, and consisted of George Bick, Thomas Taylor, James Rayley, and James Thurston The efforts of this Board and of the Rev John Dowler then pastor, succeeded in erecting a frame church, which was opened in 1862 The seats were plank benches and the means of illumination tallow candles This church has since been extensively remodelled in 1889, in 1879, and in 1918.

The Methodists are the strongest denomination in Bobcaygeon, but the Anglicans and Presbyterians do not lag far behind The religious section of the 1911 census gave the following figures — Methodists, 338; Anglicans, 310; Presbyterians, 230; Roman Catholics, 55; Baptists, 38

Bobcaygeon Since Incorporation.

Bobcaygeon became an incorporated village on January 1, 1877. The following citizens constituted the first Council —Reeve, W B Reid, Councillors, Charles Readfield, J L Reid, E Bottum and John Kennedy J G Edwards was Clerk and Treasurer A Village Hall of red brick was erected at a cost of $3000

The population at this time has been estimated at about one thousand. Local industries were flourishing. There were aswmills, a shingle mill, a carding mill, a grist mill, and a tannery. Lime was prepared on an extensive scale, one kiln turning out one hundred barrels of lime daily There were also quarries of lithographic stone

ehout three miles from the village Petroleum deposits had been lo-ested in 1866 bat a company formed locally for its development was unsoccessful

A weekly paper, the "Independent,' had been begun in 1870 hy E D. Hand, who had founded the "Advocate" in Lindsay In 1855. Ie 1873, Hand removed to Fenelon Falls and there estahlished the 'Gazette." The "Independent' was thereupon taken over hy C. E. Stewart, who, aided by his daughter, edited the paper for many years Mr. A. Werren has been a more recent puhlisher

For many years Bohcaygeon's greatest handicap was isolation from the outer world The village was eighteen miles from Lindsay hy road and still more remote from Peterhorough. Railroads were late in coming to, and sister villages like Fenelon Falls and Cohoconk hed train service thirty-five years before the first locomotive entered Bohcaygeon In summer, traffic osed to come hy steamer from Lindsay or Bridgenorth but in winter the village was sealed eway hy the frozen lakes There had, indeed, been attempts at rellwey-building. In 1874 the Cohourg, Peterhoronah, and Marmora Rellway planned to extend their line to Bohcaygeon and Fenelon Falls, hut the corporation was already bankrupt and the proposel came to nothing. Then in December 1889 twelve Victoria County men, Messrs M. M. Boyd, John Petro John L. Reid, George Bick, and Wm. Needler, (all of Bohcaygeon) and Messrs J B Knowlson, W McDonnell, J. D. Flavelle, D J McIntyre, John Dohson, John Kennedy, and John Macdonald, (all of Lindsay), applied to the government at Ottawa for a charter for a Bohcaygeon, Lindsay and Pontypool Railway. This charter was granted on the 28th of March, 1890 and a subsidy of $51,200 voted two mooths later A further grant of $88,800 at the next session of parliement was in prospect hut the deaths of Adam Hudspeth, the member for South Victoria and of Sir John A Macdonald, who had been actlog Minister of Rellways, and had transacted all business with the new Company, disappointed the directors. Then the township of Ops proceeded to reject a honus hy-law, and the railway project ultimately succumbed to dry rot A more ambitious enterprise was launched in Peterhorough in 1891, whee a number of citizens headed by John Burnham, Q. C., sought to promote a Peterborough and Sault Ste Marie Rellway, which was to pass through Bohcaygeon on its long run northwestward However, the company could not secure even a charter from the Abbot administretion and the whole scheme evaporated It was not uetil 1904, when the Canadian Pacific Railway completed a hranch line from Burketon through Lindsay to Bohcaygeon, thet the Verulam village was linked up with Ontario's rail trausport system The advent of the rellway was too late to establish prosperity in the face of depleted forest resources and an adverse hanking system. The populetion which long was stekle at over one thousend, had dropped hy 1920 to a scant eight hundred and forty-four Summer tourists, however, may now enter freely, and will doubtless increase in numhers and enthusiasm as the neturel edvantages of the village become more widely known

Slow Development of Verulam

The township proper developed very slowly because of the number of land speculators and absentee land-owners. In 1842, ten years after settlement began, there were only 68 householders in the combined area of Verulam and Harvey. Even 1860 found less than twenty miles of waggon road in all Verulam. The land speculator was the curse of the township, as, for that matter, of all other townships in Victoria.

On the introduction of municipal institutions in 1850, Verulam was associated with Fenelon and Bexley for administrative purposes. The first Council comprised the following:—Reeve, John Langton; Councillors, James W. Dunsford, William Studdaby, Samuel Brock, and Jabez Thurston. The Clerk was William Powles, the postmaster at Powles' Corners.

The racial constituents of Verulam in 1911 were as follows:—Irish, 1073, English, 828, Scotch, 272, all others, 43. As for churches, the Methodists were in the ascendent, the figures being as follows:—Methodists, 954; Anglicans, 434; Presbyterians, 370; Baptists, 189; Roman Catholics, 35. The peak of population was 2230, reached in 1881. The assessment rolls of 1920 show a recession to 1630. The present valuation of the township is $1,560,344, or almost equal to that of Fenelon.

Some Verulam Hamlets.

Verulam has no other villages at all comparable to Bobcaygeon in size.

Dunsford, on the C.P.R., on and adjacent to Lot 5, Concession III, has a population of about forty. The locality was once known as "Sheriff's Corners" and also as "Willock's Settlement,' but was later renamed in honor of the Dunsford family. The first Methodist church here was built in 1860. This was replaced in 1885, during the pastorate of the Rev. W. M. Pattyson, by a new sanctuary of red brick. A recent directory credits the village with two stores, two smithies, and a cheese factory. An Adventist hermit lives deep in the penetralia of a huge swamp two miles east of Dunsford.

Fairbairn, Red Rock, Sandy Point, and Thurstonia are rural post offices. Fairbairn is situated on Lot 25, Concession VI, in the northeast of the township, and is named after Charles W. Fairbairn, a Verulam farmer who represented South Victoria in the House of Commons from 1890 to 1896. Red Rock post office, on Lot 18, Concession V, a mile north of Sturgeon Lake, derives its name from a massive and striking monadnock of red granite which pushes up through the prevailing limestone strata on Lot 19, Concession IV, a little to westward. Sandy Point is east of Sturgeon Point on the north shore of the lake. Thurstonia is a summer resort on the south shore and is called after the Thurstons, who have been numerous and prominent in this part of the township.

Ancone Point is a station on the C.P.R. half way between Dansford and Bobcaygeon. It was built to serve "Scotch Line" and was to have borne that name, but one or two local men held stubbornly by conceptions of their own and the C.P.R. finally settled the dispute by adopting the present Italian title, which is utterly without relevance to any aspect of any part of the township.

Chapter III.

An Agricultural Transformation

The past history of the six southern townships, Emily, Ops, Mariposa, Verulam, Fenelon, and Eldon, and especially of the three first named, has been closely bound up with the cultivation of the soil. In its starkest essentials, the history of South Victoria is the history of agricultural development in a forest area, and any annalist who deals with town and village life to the neglect of this fundamental aspect of the region will falsify the true meaning of one hundred years of local history.

The agriculture of the century under discussion falls into two approximately equal periods of development. From 1821 to 1871 was the era of pioneering, when the demolition of the forests still absorbed most of the energies of the people. From 1871 down to the present may be seen the free development of modern mixed farming along certain broad lines and in accordance with certain formative factors.

A first impression of the changing aspects of agriculture throughout the century may be had from the subjoined table of statistics. The figures for 1850, which represent the pioneer period, have been worked out from the census and the Assessment Rolls. The data for 1882, 1898, and 1920 are collated from the annual reports of the provincial Bureau of Industries, established in 1882. The statistics chosen have been carefully compared in all respects with those of the harvests in adjacent years, and in each case have been found to belong to an especially favorable season.

Victoria County Crop Statistics.

Products	1850	1882	1898	1920
Fall Wheat, bus.	124,825	274,768	147,714	212,588
Spring Wheat, bus.	none	780,888	188,821	143,094
Barley, bus.	2,843	244,833	472,472	337,703
Oats, bus.	101,758	1,184,338	2,073,702	2,725,582
Rye, bus.	1,263	33,284	22,811	25,203
Mixed grains, bus.	none	none	none	564,525
Corn for husking, bus.	1,857	35,280	26,790	7,282
Fodder corn, tons	none	none	15,827	31,217
Hay and clover, tons	2,814	31,158	47,894	71,283
Alfalfa, tons	none	none	none	1,832
Flax, bus.	none	81	none	1,832
Buckwheat, bus.	443	2,032	35,683	123,823
Peas, bus.	27,805	290,580	585,238	70,488

Beans, bus	none	2,394	6,080	1,824
Potatoes, bags	125,152	364,032	309,120	312,360
Turnips, bus	46,673	1,051,960	2,119,118	1,278,908
Mangels, bus	252	236,400	535,262	302,400
Carrots, acres	none	266	none	17
Sugar Beets, bus	none	none	none	14,400
Hops, acres	none	25	none	none
Horses	1,914	10,953	12,779	13,270
Sheep	12,517	38,132	40,354	30,752
Cattle	8,352	40,589	42,064	62,705
Swine	5,715	16,153	23,820	29,047
Poultry	no record	105,006	152,885	188,591

Comparisons and Contrasts

It will heighten the comparison of these figures when we consider that in 1850 the rural population of South Victoria was about 9400 and that in 1920 the farming population in this same area totalled approximately 9755. In other words, the number of people on the land last year and in 1850 were almost exactly equal. The farm crops for the two years, however, form an amazing contrast, whose explanation must be sought in the conditions of the times. In 1850 virgin forest still covered the greater portion of the land. The area under crop was 13,826 acres in 1850 and in 1920, 196,603 acres or more than ten times as much. The farmer in the fifties was glad to have cleared sufficient land around his cabin to enable him to sow enough wheat, oats, potatoes and turnips (see table) for himself and his stock. Other crops were almost unknown. The chief exports were not farm products but pine and oak lumber and potash. The latter product was secured by leaching the wood ashes that were so plentiful in times when merely to clear the land, acre after acre of the finest timber would be hewn down in windrows and fired. In 1842 there were 1021 potasheries in Upper Canada. The potash from Eldon township was at one time graded as the best on the Montreal market.

When we turn to the figures for the modern period of agricultural history, we find the countryside given over exclusively to farming. The improved acreage, including pasturage, was 250,000 acres in 1882. By 1920 this had increased by only 32,000 acres. Modern farming was thus already definitely established in the former year.

The figures as given do not, however, show a steady, unbroken development in every line. Some crops once highly favored are now neglected, and others, unknown forty years ago, are now looked upon as essential. It will be not uninstructive, therefore, to take the products, item by item, as they appear in the statistical table, and consider the influences at work behind the scenes, for every marked change in the production of any major crop has some definite explanation. Most of these alterations in farm products are due to the increased complexity of modern farming, to the discovery that certain crops are not suited to this county, and to the loss of certain markets.

Fall wheat, the first cereal listed, has maintained its position fairly well. The drop of nearly 50 per cent in 1896 is due to the starvation prices then current. In 1882 fall wheat had sold for $1.01 the bushel, by 1894 it had dropped to fifty five cents. A later recovery in prices has brought the output back nearer to old levels. Fall wheat is, however, only a semi-minor crop.

Time has proved that spring wheat is not a paying crop in Ontario, and last year's yield was less than one-fifth of the crop of 1882. It is probable that the next generation of farmers will discard it entirely.

Barley was formerly grown for malting and shipped extensively to breweries in the United States. An embargo against Canadian barley caused the first falling off. The diminished crop of today is used largely for fodder.

Rye flourishes on a sandy loam, and as most of South Victoria is a heavy clay, little is ever sown.

Mixed grains constitute a new and popular crop unknown in earlier times. It has been demonstrated by Professor C. A. Zavitz of the Ontario Agricultural College, Guelph, that barley and oats sown together give a better yield than when sown separately. The barley is a surface feeder and matures early, the oats strike deeper and ripen more slowly, and the two cereals seem to co-operate, after a fashion. The resulting mixture makes an ideal chop for all purposes.

Another new crop is fodder corn. Corn for hushing has dwindled down to a mere minimum necessary for seed purposes, but the growing use of silos for fodder storage has almost revolutionized the dietary of farm stock. The change since the eighties, when ensilage was unknown, has been phenomenal.

Hay and clover show a steady, normal development. The crop has increased by more than one-half in the last twenty-five years. Alfalfa and sweet clover are popular with a few individual farmers, but have met with no widespread adoption.

The vagaries of wartime markets brought about a mild interest in flax. The permanence of this crop is problematical.

Buckwheat has been planted more and more in recent years. The output in 1920 was more than twenty times that of 1882. The explanation lies in the increasing shortage of farm labor. Buckwheat is not a particularly satisfactory crop, but it can be sown late on the spring program and is therefore adopted then by farmers who find that the lack of help has made a fall planting of earlier products an utter impossibility.

Peas have now only a shadow of their former importance. A country-wide plague of weevils began the slump in peas, but this pest has now been unknown in Victoria County for more than a dozen years. The real reason for present unpopularity is the precarious success which attends this crop. A hot, dry spell during the blossom season seems to cook the immature ovaries and rule all hope of development.

For beans, potatoes, and roots the soil throughout most of the county is much too heavy. Sections of North Emily (near King's

Wharf), and parts of West Fenelon and East Eldon are sandy enough to make these crops ideal. Some farmers in the Moynes' Settlement area in Fenelon have realized this fact but elsewhere in these tracts of lighter soil little attempt has been made to develop the crops that best suit the land.

In the case of roots, the obduracy of our Victoria County clay is not the only factor in reducing output. The scarcity of farm labor and the consequent difficulty of giving these crops proper cultivation have also contributed to their decline. Moreover, in stock administration, corn ensilage is steadily taking the place of turnips and mangels.

Two or three farmers have begun to plant sugar beets. The harvest is smaller to the acre than in the case of turnips but the food value is greater, since the sugar beet contains from fifteen to sixteen per cent. of sugar.

A small but illustrious crop, for which no exact figures can be secured, is alsike clover seed. Ontario produces the bulk of the world's alsike seed supply, and of this total approximately one-fifteenth comes from Victoria County. Further, the Dominion Seed Commissioner, Mr. G. H. Clark, of Ottawa, has stated that the Victoria County seed is the best in the world. This is surely a record in which our farmers may feel legitimate pride. The alsike clover of the county is grown almost exclusively in Mariposa and Ops, though Fenelon township is beginning to take an interest in the crop.

Rise of Dairying.

Far more important than minor changes in crops, and to a certain extent shaping the choice of crops, has been the development of dairying. This is, indeed, one of the outstanding features of Victoria's second half-century. The pioneers, who were practically all Irish, English or Scotch, brought with them an ancestral love for fine cattle. In early times they kept all the stock that their little clearings would maintain, though even this often means a very limited collection. As the forests slowly retreated, the herds grew in number and extensive mixed farming became a reality. In some of the older parts of Ontario a period in which wheat-growing predominated intervened between the pioneer period and the modern mixed farming period. Such was the case in York county, which, in 1850, produced over two million bushels of wheat. In Victoria, pioneering was much delayed and dairying followed close after the era of lumbering.

From 1870 to 1900 the co-operative cheese factory was the focus of dairy enterprise. Since that time the creamery has gradually displaced the cheese factory.

The co-operative companies were easily organized. Half a dozen or more farmers in a locality drew up an agreement in accordance with a special Act passed for the purpose and registered this agreement at the county registry office. Sufficient money was subscribed to build a factory and equip it. A committee of management was appointed. Fifty or more farmers agreed to send their milk daily to the

factory, where it was made into cheese by an expert. Careful record was kept of the milk supplied by each patron and also of its quality in value for cheese. The products were sold and the surplus, after deducting the cost of making and selling, was divided among the patrons according to the amount of milk that each had sent. In Victoria County in 1897 there were 1047 patrons of cheese factories. Their contribution of milk was about fifteen million pounds and their net returns $85,954.

In 1870 there were no cheese factories in the county. In 1896 there were sixteen, as follows:—

Name	Secretary and Address
Palestine	Samuel Truman, Kirkfield
Lornevrile	James McAlpine, Lornevrile
Maple Leaf	John Read, Downeyville
Omemee	H. Stephenson, Omemee
Cambray	E. G. Lytle, Cambray
Cameron	Manley Maybee, Cameron
Little Britain	O. J. B. Yearsley, Little Britain
Mariposa	David Rogers, Linden Valley
Valentia	Joseph Mark, Valentia
North Ops	John Jackson, Lindsay
Reaboro	Joseph Brown, Reaboro
Bobcaygeon	Geo. W. Taylor, Bobcaygeon
Dunsford	John McDonell, Dunsford
North Verulam	Emerson Tiers, Fairbairn
Red Rock	Wm. Faul, Red Rock
Star	Morgan Johns, Bobcaygeon

However, the perfected invention of the cream separator brought about the abdication of the cheese factory in favor of the creamery. It was a long step forward when the cream could be automatically drawn off for shipping to the creamery and the skimmilk saved at home for the pigs and the calves. In 1896 no creameries had yet been registered anywhere in the county, today the following butter manufactories are in operation:—

Name	Secretary and Address
Omemee	L. A. Southworth, Omemee
Victoria	Lindsay Creamery Co., Lindsay
Kinmount	J. A. Austin & Son, Kinmount
Fenelon Falls	R. A. McIntosh, Fenelon Falls
Coboconk	J. A. Ham, Coboconk
Eldon	Newman Bros., Lorneville Jct.

There are also seven cheese factories still surviving from the heyday of the nineties. They are the following:—

Name	Secretary and Address
East Emily	John Collins, Ennismore
Reaboro	Mrs. Wm. Nevin, Reaboro
Star	John Robertson, R. R. No. 1, Dunsford
Dunsford	J. B. Kennedy, Dunsford
Red Rock	G. W. Taylor, Bobcaygeon

Victoria—Yonkoo & Lobban, R R No 3, Fenelon Falls
Bobcaygeon—G W Taylor, Bobcaygeon

Figures of Prosperity.

The farming community has had a long, hard struggle, even down to quite recent times, to establish prosperity in the face of inadequate remuneration Within the last few years, however, market prices have been more commensurate with the farmers' expenditure of toil and money In 1897 the gross value of the year's crop was $1 901,251, and the capital investment $16,270,748 The net result of the year was probably a loss In 1919, however the gross crop value was $7,182,650 on a capitalization of $31,073,425 In 1897 chattel mortgages for the county had totalled $878,587 By 1919 these mortgages had shrunk to a mere $37,400, and the shadow of debt was nearly gone

The value of Victoria County's farm property, as estimated for 1919 by the Ontario Department of Agriculture, was made up as follows:—Land, $15,730,097; buildings, $8,858,548; implements, $2,291,074; live stock on hand, $6,395,706; total, $31,073,425. The valuation of the farms of some of the counties near by was as follows:—Haliburton, $3,532,259, Peterborough, $25,877,241, Durham, $30,424,832, Northumberland, $34,133,102, Ontario, $48,035,17

Factors in Agricultural Development.

The chief factors contributing to the changed aspect of modern agriculture have been four in number, viz (1) the evolution and use of complex machinery, (2) the improvement in means of transportation; (3) the adoption of the findings of scientific investigation and (4) the rise of new forms of agricultural co-operation

The Development of Machinery.

The development of farm machinery has been amazing in its rapidity and extent Oxen dragged the pioneer's tree-crotch plow among the stumps, barely scratching the surface of the forest loam, thence we find a steady advance to the modern steel plow, with its removable and adjustable colter and mould board, and now, on many farms in the county, gang plows dragged by gasoline tractors, steadily ture up several furrows at a time Then we have improvements in harrows for pulverizing the soil in drills for sowing the seed and in cultivators for replacing the old-fashioned hoe The earliest sellers harvested their grain with sickles, after the fashion of four thousand years before Then came the scythe and cradle then the reaper and the mower, and finally that wonderful machine, the self-binder Pioneer threshing was accomplished by flailing the grain with two sticks fastened together with a strap or by having horses or oxen tremple it out Now an elaborate threshing-machine run by steam or gasoline power separates the kernels from the chaff and straw with speed and thoroughness once deemed impossible The principle of

the silo, which is as ancient as Old Testament times, has been revived and improved upon. Instead of being a mere corn pit in the ground, it is now commonly an imposing stand-pipe of wood or cement filled with chopped-up fodder from a corn-cutting machine. Under this system a greater number of cattle can be supported on a farm of a given size. The preparation of dairy products has likewise received great assistance from inventive genius. In early times cream was skimmed from standing milk, hung up in a bag, and pounded or swung around. Sometimes a primitive form of barrel churn was used. Then came the dash churn and then the application of dog power, horse power, and steam power, the introduction of the box churn, and the constant elaboration of machinery in one direction and another. Today the cows can be milked by machinery, machines separate the cream from the milk, and every process in butter or cheese manufacture down to the putting of the finished product on the market can be accomplished by mechanical means. Cold storage warehouses then step in to keep the finished product from spoiling before it can be disposed of for actual use. All these changes have come in, not during a score of generations but within the memory of men now living. Familiarity all too often blinds us to the wonder of the achievement.

Improvement of Transportation.

Facilities for transportation are vitally connected with agricultural development. When precarious forest trails were the only means of travel, the export of farm products was almost unknown. A few sacks of wheat might be taken to some backwoods mill for gristing, but the farmer never ventured farther. As a result, the farm was almost self-sufficient and supplied its own needs with amazing ingenuity. The building of railroads, which began in 1857, and the construction of passable roads have both wrought great changes. The farmer now produces only those things which the farm grows best, and is able to market the great surplus which exceeds his immediate needs. He now buys in town and village his clothes, his furniture, his tools, his farm implements and machinery, the lumber for his house and barn, the dishes for his table and the blankets for his bed. Certain irresponsible orators sometimes state nowadays that the farm is self-supporting and self-sufficient, and that farmers could, to attain economic ends, sever all connection with a recalcitrant urban population and live in splendid isolation. Only a disordered imagination could conceive of such a ghastly undertaking by which Canadian farmers would deliberately murder, through starvation, hundreds of thousands of women and children of their own flesh and blood. Further, its fundamental assumption, that the modern farmer is economically independent is utterly false. Strip from him all that his commercial, professional and industrial fellow-citizens have given him and he would be in far worse case than his pioneer grandparents, for he would have all of their needs and would lack the means and ability to fill them. Modern means of transportation have made us a nation

of interdependent people—many members, with many functions, yet one body; and if one member suffer, all suffer with it

Agriculture Benefits From Science.

Scientific investigation has been little less important than improved transportation in its effects Agriculture was long an art but is now rapidly becoming a science Botanists produce and test new and better varieties of plants (such as the O A C No 72 oats, No 21 barley, and No 104 winter wheat) and study the control of rusts, rots moulds, mildews, and other parasitic forms of plant life. Entomologists have saved hundreds of millions of dollars to this continent in the last half century by their intelligent fight against insect pests Chemists, commencing with Sir Humphrey Davy and Liebig, have analysed the soil and laid down the chemical prerequisites of successful agriculture In 1874 the Ontario Government established an Agricultural College and Experimental Farm at Guelph Since then many hundreds of enterprising young men have studied there and have returned to uplift the standards of farm efficiency in the community of their upbringing For many years Victoria County, like all other counties in Southern Ontario, has had an Agricultural Representative stationed in it to study local problems and to give expert advice Many farmers, however, still fail to realize the urgency of the rules laid down by scientific agriculture and have yet to put their farms on an efficient basis Two of the most important points on which stress can be laid today are (1) the adaptation of crops to soil and (2) the maintenance of soil fertility by an intelligent rotation of crops definitely planned out, and by the generous use of fertilizers The former question has already been touched on in the discussion of recent crops The urgent need of consideration for the latter principle will be evident from the following table, showing the yield per acre of certain crops in Victoria County (a) in 1882, (b) for the period 1882-1885, and (c) for the average of the two years 1919 and 1920 —

Product, bushels per acre	1882	1882-1886	1919-20
Corn in ear	70	47 5	55
Beans	18	15 5	12
Mangels	800	465	405
Turnips	455	397	385
Peas	20	20 1	15-5
Potatoes	128	128	114-5
Rye	18	16 1	15 1
Oats	36	33 1	31-7

When all due allowance is made for the vagaries of seasons, it remains overwhelmingly evident that many farms in this County are being mined, not farmed, and that the fertility of the land is being steadily depleted without any thought of the future.

Another tenet of scientific agriculture is the establishment of thoroughbred strains of stock Three organizations in this county, the

Hereford Association the Holstein Association and the Victoria County Pure Bred Stock Association are seeking to promote the establishment of thoroughbred flocks and herds, but are meeting with considerable hostillity from those who have muddled notions of economy or who are jealous of their own personal right to keep mongrel stock.

The first deliberate attempt to develop thoroughbred stock in Victoria was made in 1880 by the late Mossom M. Boyd, of Bobcaygeon. His aim was to establish a cattle-breeding station by which ultimately to revolutionize the herds of the district. With this end in view he visited the principal stock farms of Ontario and bought several pedigreed Herefords and Durhams. In 1881 he began to assemble his famous herd of Aberdeen-Angus cattle. Among his most successful animals were the cows Etame of Aberlour (8208) and Wenton (4610) and the bulls Chivalry (1755) and King of Trumps (2805). King of Trumps was many times first in Ontario at the Provincial Exhibitions. He was killed on May 20, 1887, by a fall in the course of a battle with Chivalry on board the barge Paloma, on Pigeon Lake.

In 1881 also, the late John Campbell of North Meriposa began to build up a flock of thoroughbred Shropshire Sheep. His ewes "Nancy" and 'Topsy," his ram "Gold Medal," and many other animals, won countless prizes, sweeping their class even in international expositions. In 1884 Mr. Campbell also won the gold medal then awarded annually for the best cultivated and administered farm in Ontario.

The late George Laidlew of the "Fort Ranch," Balsam Lake, was a pioneer in the establishment of ranching on a large scale in the waste places of North Victoria.

It is well to remember that to a Victoria County man, the late Mossom M. Boyd of Bobcaygeon, belongs the sole credit for the creation of a new animal, the "cattalo." Mr. Boyd first secured ordinary hybrids by crossing buffaloes with domestic cattle. He then mated the hybrids among themselves and produced a new stable type which he termed the "cattalo." The aim was to secure animals of a good beef type which would also have sufficient ruggedness and hustling qualities to winter in regions, such as the northern part of the prairie provinces, where the need of winter shelters and of large quantities of stored feed makes the breeding of ordinary cattle impracticable. The cattalo fulfils these requirements splendidly. Its hide is almost as warm and thick as that of the buffalo. It is hardy and not susceptible to disease. In winter it grazes through the snow. It needs no winter shelter. It faces storms and does not drift with the storm, as do ordinary cattle. On Mr. Boyd's death in 1915 the Dominion Department of Agriculture purchased from his estate twenty head of hybrids and cattaloes and placed them first on the experimental farm at Scott, Saskatchewan, and later on at Wainwright. Time is only vindicating the skilful enterprise of their Victoria County creator.

Among the many Victoria County farmers who are today maintaining thoroughbred stock may be mentioned the following: G. C. Channon, Oakwood, Aberdeen-Angus cattle; James Callaghen, Res-

boro, Holstein cattle; W J McNevin, Ops, Ayrshire cattle; A. Jamieson, Woodville, Shorthorn cattle and Shropshire sheep; J R Kelsey, Woodville, Shropshire sheep; John Cullis, Oakwood, Leicester sheep; A E Whetter, Oakwood, Clydesdale horses; J Currie, Woodville, Yorkshire swine

New Forms of Co-operation.

The fourth, and last, major factor in shaping agricultural development, has been the growth of new forms of co-operation in rural society. In pioneer times a whole neighborhood would gather in "bees" to co-operate in logging, clearing, barn-raising, road-making, corn husking or even pig-killing. The women, too, had their bees for carpet making or quilting. Today the farmer does his own work and limits his operations to his own farm and his own help. The only exceptions are at barn-raisings and when neighbors gather to help the thresher, who goes from farm to farm with his machine and portable engine. But co-operation now finds expression along broader and less intimate lines, in organizations for collective buying and selling, and for mutual emolution and increased efficiency. We have already referred to the co-operative cheese factory and creamery companies. A still more recent organization is the Victoria County Co-operative Company, Ltd., which aims at the co-operative sale of seeds, grains, and other farm products.

The Rise of Agricultural Societies.

Less immediately remunerative than these commercial ventures, but even more potent in the improvement of rural life have been the agricultural societies, with their annual fairs where comparison of products stimulates a desire for better crops and better stock.

It is not definitely known how early agricultural societies and associations appeared in South Victoria. All local records were lost in the Lindsay fire of July 1861, but it seems probable that some organization had been effected even before that time, for on October 10 1861, a full-fledged Victoria County Agricultural Society held a fair at Oakwood. A fortnight later a plowing match was conducted on the farm of John Gibbs, in Ops. Michael Thorndyke won the first prize of six dollars.

On January 15, 1862, the following officers were elected for the year:—President, John Gibbs, first vice-president, W Mederith, second vice-president, W. L. Russell, treasurer, J. H Hopkins, secretary, S C Wood; directors, William Cottingham, Arthur McQuade, Patrick McHugh, William Thorn, J O'Leary, William Bateman, W Banks.

The annual gatherings of this early society were subject to many vicissitudes. Sectional interests tended towards the establishment of township societies and the decline of the larger organization.

The other societies which have arisen from time to time and held fairs, with more or less of success, have been the following:—(1) The Mariposa Society, meeting at Oakwood—the oldest and most

successful of the township societies, (2) The Emily Society, meeting at Omemee, (3) The Verulam Society, meeting at Bobcaygeon, (4) The Ops Society, meeting at Lindsay, (5) The Fenelon Society, meeting at Fenelon Falls, (6) The Eldon Society, meeting at Woodville, (7) The Bexley and Carden Society, meeting at Victoria Road, (8) The Somerville Society, meeting at Coboconk, (9) The Laxton and Digby Society, meeting at Norland, (10) The Galway (Peterborough County) Society, meeting at Kinmount, (11) The North Victoria Society, meeting first at Glenarm and later at Victoria Road, and (12) The South Victoria Society, meeting at Lindsay. Only seven of these societies, viz. numbers 1, 2, 3, 5, 6, 10, and 12, still survive.

Auxiliary to the agricultural societies proper there have been the Victoria Ploughmen's Association the Lindsay Horticultural Society and the Lindsay Poultry and Pet Stock Association. The Victoria Ploughmen's Association, which is now unfortunately defunct, was formed in October 1885, for the purpose of holding annual ploughing matches. The first executive comprised the following:—President, M. W. Berkeley, Cambray, 1st vice, Donald Grant, North Mariposa, 2nd vice, Nelson Heaslip, Bexley, secretary, H. Cameron, Woodville, treasurer, James Stuart, Woodville. A match was held October 22, 1885, on the farm of E. R. Irish, Woodville and John Campbell of North Mariposa won first prize. The Horticultural Society dates from about 1875 and the Poultry Association from comparatively recent times.

History of the Lindsay Central Exhibition.

During the past forty years the township societies have tended to become subordinate to the South Victoria Society and the "Lindsay Central Exhibition" to grow at the expense of the outlying fairs. This tendency began in 1875. In that year the four "Midland Counties," (Peterborough, Victoria, Durham and Northumberland), agreed to co-operate in the staging of a "Midland Central Exhibition," to be held in turn in Peterborough, in Port Hope, in Lindsay, and in Cobourg. A joint directorate was elected from the representatives of the agricultural societies of the four counties. Conferences were usually held in Millbrook, which was judged neutral ground and a conveniently central rendezvous.

The first Central Exhibition was held in Peterborough in October 1875, the second in Port Hope in 1876, and the third in Lindsay on October 2 and 3, 1877. The executive in 1877 comprised the following:—President, John Connolly, Ops, vice-president, George Cockburn, Baltimore, treasurer, Col. Deacon, Lindsay, secretary, J. H. Keight, Lindsay. The late James Keith was at that time Secretary-Treasurer of the South Victoria Agricultural Society and contributed not a little to the success of the Central Exhibition.

The purchase of suitable grounds had been the first consideration and had been undertaken by the South Victoria Society. Previous local fairs had been held on the block just south of Victoria Park. This block is now partially occupied by the Sylvester buildings but

then lay vacant. A site was next purchased along that part of George Street lying between Albert and Hamilton Streets. This lot, which lies southwest of the present round-house, was found to be too boggy and was sold to the Whitby, Port Perry, and Lindsay Railway Company for $1300. The South Victoria directors then bought a tract of eight and a half acres, lying west of Adelaide Street North, the present location, from John Knowlson for $3500. This land was then an uneven cow pasture, dotted with stumps. It was at once levelled, improved, and fenced in. Eighty cattle stalls were built along the north side of the grounds and eighty horse stalls along the south side. The west end was occupied by sheep cots and swine sties. In the east centre of the grounds was the main building and west of this an oval race-track, of one-fifth of a mile. The judge's stand was in the centre and a hand stand west of that again. The kennery stood to the north of the main building.

The Exhibition of 1877 was a great success. The first day was wet and discouraging, but the second was fine and over 25,000 visitors came in from outside points during the single day. The entries totalled 2868 and the gate receipts $2364.

The South Victoria Society was now for some time in financial difficulties. Its outlay for land had been $3500 and for buildings $5738. Towards this cost Lindsay had contributed $500, the county council $700, the province $700, and sundry townships $475. The balance had to be sought for otherwise and it was some time before all debt was cleared away.

The Central Exhibition was held in Cobourg in 1878, in Peterborough in 1879, in Port Hope in 1880, in Lindsay again in 1881, and in Cobourg in 1882. It was to have been held in Peterborough in 1883, but the Peterborough County societies refused to co-operate any longer in the "Midland Central" system. The South Victoria Society then undertook, with considerable enterprise, to stage a "Lindsay Central Exhibition" under its own auspices. This Exhibition was held on October 3, 4, and 5, 1883. Though not as pretentious as the four-county fairs of 1877 and 1881 it nevertheless brought in over 2000 entries and a great crowd of visitors for it inherited in some measure the prestige of the abandoned Midland Central gatherings. The Lindsay Central Exhibition has been held annually by the South Victoria Society ever since 1883 and has met with ever increasing success.

Additions of land and buildings have been made from time to time. In 1884 two and a half acres were secured from the Workman Estate and in 1904 a tract to the north of the earlier lot was bought for $1500. In 1884 the track was extended to the half-mile and a fence, long since demolished, built around the entire course. A roofless grand stand, twenty feet by two hundred, was erected for Dominion Day 1885, and a roof added in 1888. The present poultry building was put up in 1895, the cow stable in 1902 and the horse stable in 1906.

Today the society enjoys unparalleled prosperity. In 1921 a four-

day exhibition was held and a total attendance of over 45,000 was registered

The Grangers and the U. F. O.

Still more important than the agricultural societies in its scope was the Grange or Order of the Patrons of Husbandry, which flourished in the seventies and eighties. This was a farmers' secret society, first organized in the United States in 1867 and taken up by rural Canada in 1872. The first Dominion Grange was inaugurated on June 2, 1874, with S. W. Hill as Worthy Master. In Victoria county, local lodges first appeared in 1876. Meriposa Grange No. 389, headed by John Cruess, was perhaps the strongest lodge in the county. At a Grange picnic held June 11, 1880, in Tyrrell's Grove, Cambray Station, over 2000 persons were present.

The organization was strictly non-political and merely sought by co-operation to increase agricultural prosperity. Its ultimate failure had the following causes:—(1) The overwhelming failure, through mismanagement alone, of three co-operative enterprises,—a fire insurance company, a trust company and a wholesale supply company. (2) An innate spirit of aloofness among farmers. (3) Internal dissensions. (4) Reckless financial administration. (5) The counter-attractions of the Farmers' Institutes which were organized and encouraged by the government.

In 1890, a new and very different farmers' organization, 'The Patrons of Industry,' launched out into active politics as a separate party, opposing the "National Policy." Failure in the elections of 1895 wrecked and dispersed the Order.

In 1914 the Grange emerged in a new incarnation as the United Farmers of Ontario. Under this great class union there are twenty-eight farmers' clubs in Victoria County. These branches form a county organization of which Jasper Foreman, of Kirkfield, is president, and M. J. Hogan, of Lindsay, is secretary. The U.F.O. aims at the widest possible co-operation among the farmers of Ontario in order to better their social and economic conditions. Its chief activities are commercial, political, and educational.

The commercial executive, known as the United Farmers' Co-operative Company, is centred in Toronto and has carried on a large business in co-operative buying and selling. Branch retail stores have been set up throughout the towns and villages of Ontario, but the chief success of the company has been in the wholesale marketing of live stock. The retail branch store cannot undersell the independent merchant unless separate wholesale houses and factories for all lines carried are owned and operated by the U.F.O., and when the farmer becomes a manufacturer he ceases to be a farmer and is likely to meet with disaster as did the Grangers a generation ago. But the wholesale marketing of farm products is both commendable and profitable. The combined business of the Victoria County clubs amounted last year to over a million dollars.

The clubs are also foci for the social activities of their districts and centres of instruction in agricultural science and general knowledge. Similar educational work was carried on a generation ago by the West Victoria Farmers Institute, which was organized December 9, 1885 with I. W. Reid, of Ops, as President, and James Keith, of Lindsay, as Secretary. It is in the educational and social activity of the individual clubs that the greatest promise lies for permanent strength for the U.F.O. movement.

The political strength of the U.F.O. in this county was manifested in October, 1919, when both of the Farmers' candidates, Mr. F. G. Sandy of Omemee for South Victoria and the Rev. Edgar Watson of Fenelon Falls for North Victoria, were elected to the Provincial Legislature. As a result of that election the U.F.O. representatives for Ontario became the largest party in the House, although the actual number of votes cast for them were fewer than those for either Liberals or Conservatives. As representation by population would reduce them to an impotent minority and as the government is pledged to such electoral redistribution, those U.F.O. leaders who have any political acumen are urging a broadening out of the party so as to welcome under its banners all urban citizens of congenial ideals. This would not, of course, interfere with the unity of the U.F.O. in its financial and educational activities.

The women of the farm have long been organized in Women's Institutes, which have aimed, by the study of domestic science and in other ways, to improve and beautify the farm home. Many of these institutes are now, for better or worse, merging their identity in a new companion organization to the U.F.O., viz. the United Farm Women of Ontario.

Thus, by the development of machinery, of roads and railroads, of scientific study, and of widespread co-operation, a new and vastly different countryside has taken the place of the Victoria County of seventy years ago.

Chapter IV.

The Northern Townships.

The seven townships, Somerville, Laxton, Carden, Dighy, Dalton, and Longford, which lie to the north of the Kawartha water system, may be conveniently referred to as "North Victoria." Like the six southern townships ,they constitute a geographical unity, but their past development and future problems are in marked contrast to those of South Victoria. What these peculiar characteristics of North Victoria are may best be ascertained by sketching briefly the histories of the individual townships and then drawing broad conclusions from our survey.

(A.) The Beginnings of Baxley.

The township of Bexley is named after the Right Honorable Nicholas Vansittart, Baron Bexley (1766-1851), who was Chancellor of the Exchequer (and thus a colleague of Eldon) during the Liverpool administration.

Bexley is small in area and very irregular in outline. To the west and north it is bounded by straight survey lines separating it from Eldon, Carden, and Laxton, but on the east and south it is delimited by the Gull River and by Balsam Lake, whose deep bays carve up its border fantastically. The most salient feature of Balsam Lake is Indian Point, a long blunt tongue of land, a mile in width, which is marked out by Northwest Bay and the Gull River estuary. Just southeast of this point are several small islands, of which Ghost Island, fifteen acres in extent, is the most important. This long, narrow, forest-clad island is shrouded in legend. It has two Indian mound graves of unknown antiquity. Tradition has also endowed it with buried treasure. According to pioneer lore, certain Jesuit priests had been stationed among the Indians in this part of Ontario and farther west prior to the British conquest of Canada in 1759. When the armies from the south began to close in on Canada, these priests gathered all their church plate together and prepared to paddle with it to Quebec. However, in passing through Balsam Lake they buried it, for some reason, on Ghost Island. The tale is apocryphal and hard to verify, but was given such local credence that several large excavations and dozens of smaller ones were to be found fifty years ago where optimists had been digging for the legendary treasure. The continual interference of Jesuitical ghosts (whence the name of the island) was supposed to have thwarted all efforts to locate the buried silver.

Let us return, however, from legend to physiography. Two small

streams, Perch Creek and Talbot Creek, enter Bexley from the north and unite before passing out across the western boundary. Raven Lake is a small expansion of Talbot Creek about two miles above its junction with Perch Creek.

The township is still within the limestone region but not far from the frontier of the granite country. The land surface has been severely glaciated and the rocks are usually either exposed or covered with a layer of soil so thin that a forest fire destroys it. Even where the soil is deep as in occasional pockets of drift, huge boulders are scattered throughout it.

The government survey was made in the early thirties. All land adjoining Balsam Lake and the Gull River was divided into lots with a narrow frontage on the water and a depth of about two miles. The area to the north and west behind these front ranges was divided into eight orthodox concessions, numbered from west to east, and a varying number of 200-acre lots numbered from south to north.

The western boundary of the township was a colonization highway known as the "Victoria Road," built about 1863 and running from Goose Lake on the Mariposa boundary north to join the Peterson Road in the peak of Longford township. The Portage Road, which followed the line of the old Indian trail from Lake Simcoe to Balsam Lake, ran out its last four miles in Bexley. Here, as in Eldon, the land adjacent to the road was divided into deep, narrow lots. From the Balsam Lake terminus of the Portage Road, the "Lake Shore Road" runs up along Northwest Bay to Coboconk. This is a forced road. The regular road allowance lay at the rear of the thirty-eight deep lots along the bay; the settlers had their homes near the waterfront, and to have put through the road as surveyed would have meant the maintaining of thirty-eight private lanes, each two miles in length. Accordingly all agreed to cut through this Lake Shore Road from lot to lot. Still another prominent highway is the Cameron Road, which follows a winding course west of the Mud Turtle lakes from Cobocouk to Norland.

An Admiral and Others.

The first settler in Bexley was Admiral Vansittart, a cousin of Baron Bexley who came to Canada in 1834 and was given a grant of one thousand acres on the shore of West Bay, Balsam Lake. He came in with ox-wagons over the old Indian trail from Lake Simcoe and often had to stop and chop out trees and logs from the path. His new property at the head of the portage, had had an earlier history. Indian villages had flourished here in the sixteenth century. Champlain had traversed the spot in September of the year 1615, Jesuits, coureurs de bois, Hurons, Iroquois and Mississagas all passed and repassed up to 1760, then came English fur-traders, and towards the end of the eighteenth century a trading post, comprising three main buildings, was established near the shore. The stone chimneys of this post were still in existence in 1871, but were demolished not long after.

The old admiral was not without character. Even in his wilder-

ness home he insisted on dressing for formal dinner every evening and was never without his champagne He was twice married His second wife was a Miss Stephenson, the daughter of one of his own servants, and to her he left the entire Balsam Lake estate In later times about 1871, the property passed into the hands of the late George Laidlew, "the Laird of Bexley," who named it "The Fort Ranch" The name does not refer to any fort on the premises, but to the customary question of a frequent guest the late Hon Rupert Wells, who, as the times were hard and money tight, would ask his host on each visit if he were still "holding the fort" One of his sons, Colonel George E Laidlaw now occupies the estate

At the time of the government survey, Indian Point was set aside as a reserve for a mixed band of Mississagas and Ojibways Indians, who were then in occupation In 1826 Samuel Cottingham of Omemee received a government contract to build twelve houses here for those of the Indians who were Christians Their pagan kinsfolk lived in wigwams on the islands near by In 1847 the Indians put in a claim to the government for all islands, points, and broken points of land, but met with no success At last, about 1860, a Peterborough lumberman named Denniston secured control of the forest on Indian Point and along the north shore of the lake and the Indians moved away, the Ojibways to the Rama reserve, north of Orillia, and the Mississagas to Scugog Island After all timber had been removed from the point small narrow lots were platted running from a central road survey to the water on each side This road was never opened, only a winding lumber trail wandered up the point towards Coboconk

As a result of these lumbering operations a number of French-Canadian lumberjacks, the Bradimores, Grozelles, Breauws, Demoes, and Anglers, settled in a body north of Balsam Lake near the Laxton boundary Old Joe Demoe had been foreman of the square timber raft gangs who went in the old days from Bexley to Quebec with their rafts

In the southwest corner of Bexley along the last four miles of the Portage Road, the old Indian trail, the earliest settlers were the Kings, Lyties, Ballams, Herons, and Drakes, all from the north of Ireland Most of the pioneers along the west shore of Northwest Bay were Highland Scotch, whose only tongue was Gaelic Amongst these were the families of Bell, Brown, Cameron, Gillespie, Graham, Macdonald, McFadyen, McLeod, McInnis, McMullen and Murchison Several Irish-Canadian Protestants Joseph and George Staples, Henry Southern, and Henry, George and William Peel, came from Caven township, Durham county, in 1864-5, and settled in the north and northwest of Bexley This area is still known as "The Peel Settlement" There are a few Irish Catholics near the Carden boundary

While the earliest pioneering was largely done by Scotch and Irish, the predominant element in later immigration, especially in the villages has been English The census figures for 1911 are illustrative of this point —English, 337, Irish, 257, Scotch, 117, Dutch and German, 64, French, 42 The chief church affiliations are as follows —

Methodists, 317; Anglicans 195, Presbyterians, 121, Roman Catholics, 110.

A Phantom Village

The first village in Bexley never became a village. At the time of the government survey Block C, on the west shore of West Bay, where the Trent Canal now leaves Balsam Lake, was reserved as a town site. The name "St. Marys" was given it on the official plans. It turned out, however, that the surveyors had chosen a tract of flat rock with about two inches of soil. No ditches or cellars could be dug and the site was abandoned. It was long known as "the government reserve," but now forms part of the Laidlaw estate.

Just adjacent to this tract but on the north side of the terminus of the Portage Road there was once a post office named Aros, serving the Highland Scotch settlers along the Northwest Bay. The office was in the right-hand front room of the old Vansittart log mansion. The postmaster was a Charles McInnis, who had succeeded in having the little post office named after his Scottish birthplace. The mail was brought in from Kirkfield once or twice a week. This service was only discontinued in 1874 when the Toronto and Nipissing Railway was built and a post office was established at Victoria Road Station.

Where the Sea Gulls Nested.

The village of Coboconk dates from 1851, when the first saw-mill north of Cameron Lake was built here. The name is a contraction of the Indian "Quash-qua-be-conk" meaning "where the gulls nest." It is interesting to note that the "Gull River" flows through the village and that its largest expansion—twenty miles farther north, is known as "Gull Lake." The common herring gulls are still quite plentiful near this lake.

Coboconk developed in an era of lumbering. In the fifties, sixties and seventies, enormous quantities of pine were taken out. The prevailing occupation around Balsam Lake was the preparation of squared timber for the Quebec trade. At first, large square pants, rowed with sweeps, were used for "kedging" timber rafts across the lakes; later alligator tugs came into general use.

Game fish were remarkably abundant. In the spring of 1886 over five thousand maskalunge were speared at Coboconk during the running season. One man alone disposed of fifty on the 24th of May. This wanton wholesale killing has left a much scantier harvest for the conscientious sportsman of today.

Modern Coboconk is a village of about four hundred inhabitants. It is the terminus of a railway division which was formerly the narrow-guage Toronto and Nipissing Railway, completed in 1872.

For many years Coboconk was known as "The University City," for an itinerant humorist named Thompson (otherwise Jimuel Briggs, D.B.) used to tell of a fictionary college which he himself had founded there. The site of the "Jimuel Briggs University" was long a matter

of dispute, but certain of the villagers came to identify the institution with an old shingle mill, which, so the story ran, smelt boys set on fire while Jimuel lay within, deep in an alcoholic nap.

A really serious fire visited Coboconk on May 16, 1877. The blaze began in the rear of Kaye's hotel and did not die out until half the village (all of the section on Main Street north of the bridge) lay in ashes.

At the present day Coboconk's chief industries are the Gull River Lumber Company, managed by James Peel, and the lime plants of the Canada Lime Company and the Toronto Brick Company. The village has also a grist mill, one hotel (The Jackson House), three churches, and five stores.

"The City of Peace."

Victoria Road is a village which has sprung up around a station established in 1872 by the T. and N. Railway at the point where it crossed the Victoria Colonization Road. It was long known as "The Road" and as "The City of Peace." The village is not incorporated, and as it lies partly in Eldon, partly in Verulam, and partly in Bexley, each of these townships levies taxes on those villagers who live within its borders.

In 1873, seven years after founding, Victoria Road comprised the following business establishments:—The general stores of Staples and Shields and of H. Wilson, Alfred Taylor's grocery store, Heaphy's grocery store, which included the post office, William Boden's smithy and wagon shop, G. L. Collis's smithy, Fee's livery, Midgeley's tin shop, and William Taylor's tailor shop. The chief industries were Thomas Thompson's three-storey grist mill, built in 1876, and containing three run of stones, and a sawmill owned by Dr. McTaggart. There were three hotels, the Commercial Hotel, run by Patrick Fox, the Victoria Hotel, run by a Mr. Wismer, and a temperance house, managed by Mr. Shields. Two red brick churches housed Roman Catholic and Presbyterian congregations respectively. The former were under the care of Father Fitzpatrick and the latter led by the Rev. D. D. McLennan.

At the present day the population of Victoria Road is about two hundred. It has no outstanding industries, but serves the surrounding country with its general stores, bakery, butcher shop, hotel, doctor, undertaker and clergymen. Peat fuel has in times past been prepared commercially in bogs not far from the village.

"Hell's Half Acre."

Corson's Siding is a small railway village about six miles northeast of Victoria Road. At one time the Toronto distillers, Gooderham and Wort, owned a large timber limit adjacent to the Siding. Tale timber they shipped to Toronto as cordwood. A lake captain named Corson, after whom the village is named, was sent up to take charge of their interests. For the winter's cut of cordwood he would import

a gang of lake sailors from Toronto. The latter would bring with them an abundance of whiskey and an auxiliary corps of prostitutes, and the limits were so aflame with drunkenness and hot uncleanness that the Siding was known throughout the north country as 'Hell's half acre.' The timber was all cleared out by 1890; the scandalous visitors ceased to come; and the slashed limits were sold as ranch-land. Gooderham and Wort had also operated lime kilns at Corson's Siding. These were carried on for a few years longer and were then sold.

Raven Lake is a railway station beside the body of water so named. Bexley is a rural post office on Lot 9, Concession III, serving the "Peel Settlement" area.

Bexley township has developed very slowly owing to the poverty of its soil. In 1871 its population was 489, and less than four square miles were under cultivation. In recent years ranching has begun to take the place of farming throughout much of the township.

(B.) Features of Somerville Township.

The naming of Somerville township has been referred to Sir W. Somerville, Chief Secretary for Ireland in 1846, and also, with more probable accuracy, to Julia Somerville, the wife of Sir Francis Bond Head.

On south, east, and north Somerville is bounded by the rectangular limits of Fenelon township. Galway township (Peterborough county), and Lutterworth township, (Haliburton county). On the west it terminates on the irregular shores of the Gull River, the Mud Turtle lakes, and Balsam Lake. The township is crossed by three river systems and their valleys.—The Gull River on the west, Corben Creek and its expansion into Four-mile Lake, and Burnt River. The northeastern one-third and the northwest corner of Somerville are within the granite region. The remainder of the township is a drift-strewn limestone plateau separated from the granite area by an abrupt escarpment. This escarpment follows down the river valleys for some distance where they first enter the limestone country. The soils in the north on both limestone and granite are thin and sterile. They are deeper in the south but even there farming is precarious apart from the broad river valleys.

Somerville was surveyed in the thirties, about the same time as Bexley. As in that township, the land bordering on Balsam Lake and the Gull River system was platted off into a range of deep, narrow lots fronting on the water. The rest of the township was divided into fourteen ordinary concessions, numbered from south to north. The Bobcaygeon Road, a colonization highway begun in 1857, passes up the eastern boundary on its long run north into Muskoka. The Monck Road, built east from Orillia in the early days, crosses Somerville along the 13th concession line.

A Second Generation of Pioneers.

The inhospitable aspect of the township repelled all settlement

for a time, but with the growth of lumbering and the clearing away of the forests in the early sixties, a number of permanent residents, chiefly farmer descendents of pioneers in the Lake Ontario counties, began to drift in. Amongst these settlers occur the names of Badgerow, Butler, Cavanagh, Cookman, Crabbe,Ead, Earl, Fell, Hannah, Hunt, Lyle, Mason, McKay, McMahon, Powers, Taggart, Watson, and Workman.

Somerville's Villages.

Kinmount is a village in the precipitous valley of the Burnt River in the northeast corner of the township. It exists because it was an eligible mill site at the junction of the Bobcaygeon and Monck roads. These advantages were later confirmed by the entry of the Victoria Railway in 1874. The first mill was built by John Hunter about 1861. For many years there were several mills along the river within two miles of the village. William Clinton, Wilson and Stephenson, Mansfield and O'Leary, and W. Caldwell were among the millers prior to 1885.

Perhaps the most exciting incident in Kinmount's history was the disastrous fire which destroyed almost the whole village on the evening of Friday, September 26, 1890. While most of the villagers and many outsiders had gathered in the Baptist church to hear Joe Hess lecture on temperance, the fire broke out in William Dunbar's stable and was soon beyond control. An appeal for help was sent by telegraph to the Lindsay fire brigade, but though the men were rushed out in fifty minutes by the Grand Trunk Railway they were too late to save the village. Among the buildings lost by this conflagration were the following:—The Victoria Hotel, Wm. Dunbar, proprietor, James Watson and Son's general store; Swanton, Brandon, and Company's general store; A. Hopkins' general store; Mrs. Jewett's dry goods store; Charles Wellstood's shoe store; Alex. Moore's jewelery store; Richard Brown's confectionery shop; Curry and Johnson's drug store; M. May's smithy; S. Henry's smithy and home; and the Orange Hall. The chief survivals from the fire were Bowle's brick hotel, Getchell's livery, Dundas, Sadler and Company's flour and feed depot, and Robert Bryan's sawmill.

At the present day, Kinmount has a population of about three hundred. It has two sawmills, ten stores, two churches, two hotels, and two smithies.

Burnt River is a village of fifty people on the railway about ten miles south of Kinmount. It has a stone quarry, two stores, and a smithy.

Rosedale is a summer resort on the Balsam River at its outlet from Balsam Lake. Its winter population is negligible but in summer an increasing number of cottagers rusticate here.

Fell's Station and Bury Green are parts of the old "Fell Settlement" established near the Fenelon boundary by John Fell and other Irish Protestants from Cavan township, Durham county. Drilling for pe-

troleum is being carried on in this vicinity at the present time but the promoters apparently do not realize that most of the geological prerequisites for successful oil production are lacking. Baddow, or "Ead's Settlement," which lies a few miles to the west across the Burnt River Valley, was first colonized by Joseph Read of Scarborough, William Cookman of Cavan, William Mason of Otonabee, and Isaac Watson of Whitby. A Baptist church was established here in 1865. Baddow has neither stores nor industries. Dongola is a former rural post office on the Monck Road northeast of Big Mud Turtle Lake.

Most of Somerville township is utterly unsuited for farming and areas eminently suitable for forest culture have been recklessly slashed and wastefully burnt over. A survey of the township in 1911 showed that 61.7 per cent of its area was covered by old burn, and that there was practically no forest anywhere containing sawlogs. Much of the waste land and slash land is fenced in as pasture, but reforestration would probably bring far greater remuneration in the end. A movement is on foot around Kinmount at the present time to arrange for a migration to the Great Clay Belt of New Ontario.

Even yet Somerville is the most populous of the northern townships. The census of 1911 accorded it a total of 1870, made up as follows:—English, 844; Irish, 659; Scotch, 187; French, 90; German and Dutch, 80; all others, 7. The strengths of the various churches were as follows:—Methodist, 735; Anglican, 535; Presbyterian, 279; Roman Catholic, 147; Baptist, 142; all others, 32.

(C.) Outline of Laxton Township.

Laxton township is the namesake of a village in Northampton, England.

It is a small municipality, only five miles from north to south and about nine from east to west. It is bounded by Bexley on the south, Carden on the west, Digby on the north, and the Gull River and Big Mud Turtle Lake on the east. Most of its area lies within the battered outposts of the limestone country but there is a broad invasion of granite towards the northeast. Its chief waters are Deer Lake in the south, Duck Lake in the southwest, and Head Lake on the Digby boundary.

The earliest settler in Laxton was a Frenchman, Augustine Anglers, who located on the west shore of Big Mud Turtle Lake in the early sixties. Other pioneer families were the Courtemanches, Corbetts, Foleys, Potters, Russels, Ryans, and Staples.

Norland is Laxton's only village. It is situated at a fall in the Gull River about a mile above Big Mud Turtle Lake. The population does not exceed one hundred. The business roster includes a sawmill, owned by S. Bryant, three general stores, and a smithy. At Elliott's Falls, a mile and a half farther up the river, electricity is generated by the Hydro-Electric Power Commission.

Head Lake and Oak Hill are rural post offices. The former is on the south shore of Head Lake and the latter is three miles directly to

tha south

Laxton, Digby and Longford are united for municipal and censual purposes The census of 1911 gave the following returns for the combined townships —(1) According to race, English, 500, Irish, 271, Scotch, 79, all others, 10 (2) According to church Methodists, 233, Presbyterians, 126, Anglicans, 114, Roman Catholics, 95, Salvation Army, 19, Baptists, 13 The majority of these people are in Laxton, for Digby's population is less than one hundred and Longford is uninhabited

Official statistics show that 54,154 acres of non-agricultural land are available for reforestration in these three townships

(D.) The Tamarack Plains of Carden.

Carden and Digby townships are named after two English captains whose heroic exertions were largely responsible for the successful embarkation of Sir John Moore's army at Corunna in the Peninsular War Sir John Colborne, Lieutenant-Governor of Upper Canada from 1830 to 1836, had been one of the other officers there and it is supposed that the two townships were named at his suggestion

Carden is a rectangular municipality, ten concessions from west to east and twenty-five lots from north to south It touches Eldon on the south, Bexley and Laxton on the east, Dalton on the north, and Mara in Ontario County, on the west It lies near the edge of the granite country and therefore has thin soil and frequent outcroppings of limestone A large area in the centre of the township consists of tamarack and balsam plains, unbroken by any road or trail The assessor in 1911 classified 38,258 acres as swamp, marsh, or waste land Two shallow lakes, Upper Mud Lake and Lower Mud Lake, lie in the northwest corner of Carden

The chief settlements have been in the northwest and southeast corners of the township The Connors, Dexters, Gillespies, Mortaghs, Quigleys, and Richmonds were among the earliest pioneers Irish Roman Catholics are perhaps the dominant element in the population The 1911 census gives the following racial classifications —Irish, 373, English, 143, Scotch, 69, German and Dutch, 90, all others, 19 The church adherents were as follows —Roman Catholic, 232, Methodist, 254, Presbyterian, 121, Anglican, 20, all others, 7

Rohallion in the south, Horncastle in the east, Carden in the north, and Dalrymple in the west have been rural post offices

(E.) Lakes in the Digby Granite.

Digby is bounded by Laxton on the south, Lutterworth (in Haliburton County) on the east, Longford on the north, and Dalton on the west. It is almost entirely in the granite region and is very rough and rugged As is usual in the Laurentian rock country, lakes are

very numerous. There are eighteen lakes in Digby alone and forty in Digby and Longford, as compared with nine in all South Victoria. The most important of the Digby lakes are Victoria in the northeast, Smudge in the centre, Fishog in the southeast, and Head, on the Laxton boundary.

The only arable land is in the southeast and southwest corners. The pioneers here were the Foleys, McFadyens, and Powers. The population today totals less than one hundred.

Digby has produced some of the finest pine in the county but was already stripped bare forty years ago.

(F.) The Huckleberry Plains of Dalton.

Dalton township is named after Dr. John Dalton, (1766-1844), a famous English scientist, who did much to establish the Atomic theory of the constitution of matter.

Dalton's municipal neighbors are Carden on the south, Digby on the east, Ryde (in Muskoka District) on the north, and Rama (in Ontario County) on the west.

It is almost entirely made up of glaciated granite. Three streams, the Black River in the north, Cranberry River in the centre, and Head River in the south flow across it from east to west. At least two-thirds of the township consists of huckleberry plains. Its scanty apportionment of arable soil lies chiefly near the Head River and the southern boundary, though small streaks of farming land may be found along the valleys of the other rivers. The Gardiners, Montgomerys, and Thompsons were amongst the earliest settlers.

Scotch and Irish Presbyterians dominate the present day population. The latest census figures are as follows:—Races: Irish, 134; English, 149; Scotch, 114. Denominations: Presbyterian, 225, Methodist, 153; Anglican, 22, Roman Catholic, 12.

Uphill is a village of half a hundred people near the south end of the Digby boundary. It was long made famous by its tavern-keeper, John Calhoun of the North Star Hotel. Dartmoor in the south, Sadowa in the west, and Ragged Rapids in the northeast have been rural post offices. Sebright is a village of about fourscore inhabitants scattered on both sides of the Rama-Dalton boundary where the Monck Road crosses it between the first and second concessions of Dalton.

It has been estimated that Dalton has 25,000 acres of non-agricultural lands which are well adapted for reforestration.

One of the most picturesque figures in the municipal history of the township is Joseph Thompson, who was reeve for a quarter of a century. Thompson was a great hunter and many legends have been handed down concerning his prowess in the wilderness.

(G.) The Wilderness of Longford.

Longford township derives its name from a county in Leinster, Ireland.

It is the most northerly of all the townships in Victoria, being

adjacent to Oakley (in Muskoka) on the north, to Anson (in Haliburton) on the east, to Digby on the south, and to Ryde (in Muskoka) on the west

The municipality is wholly within the granite area and is dotted with more than a score of small, nameless lakes ,which are all drained to the southwest by the Black River system

Longford has no inhabitants It was first bought in 1865 by the Canada Land and Emigration Company and later sold by that corporation to John Thompson of Longford Mills, north of Orillia Thompson stripped the township of all timber, driving the logs down the Black River to his mills At the present day most of Longford belongs to William Thompson, of the Longford Lumber Company, Orillia

Chapter V.

Economics of North Victoria

The block of territory formed by the seven northern townships is thus seen to be a rugged tract of glacial rock. The southern two-fifths is made up of Paleozoic limestones of the Black River series, pitilessly scraped and scoured by the Ice Age and even yet lacking more than a thin mantle of soil, except in stream valleys. The remaining three-fifths of North Victoria lies within that vast granite region, which is known as the "Laurentian peneplain," a low, table-land of primeval rock on which streams have etched countless depressions and left innumerable rounded hills and ridges. On this area Dr. A. P. Coleman, the venerable Professor of Geology in the University of Toronto, has rendered the following verdict:—"The combination of kames (hills of sand, gravel, and boulders) with pure sand deposits, through which rise hills of the harder Archaean rocks, makes a region entirely unsuited for agriculture and useful only for forest growth. The result of glacial action north of the Paleozoic rocks has been the formation of poor soils deficient in lime and often in clayey constituents."

Not a Mining Country.

The forms of activity in which the people of North Victoria have sought to engage are three: mining, farming and lumbering. It will be instructive to take these industries one at a time and consider their past and their prospective development.

Mining enterprises have always colored the dreams of the settlers, but the dreams have never endured in daylight. Laxton township once had its gold rush and the ruins of an abandoned mine may still be seen on the west shore of Big Mud Turtle Lake, not far from Norland. Mineral rod men and amateur assayers also vouched for gold on Lot 1, Concession XI, Somerville township, adjacent to the Bobcaygeon road and four miles south of Kinmount. Still another gold strike was reported from Lot 25, Concession XII, Dalton township, along the Black River, about six miles below Ragged Rapids. Silver, nickel, iron, and copper were likewise objects of a faith which, among many back-woodsmen, remains unshaken to this day.

For critical outsiders, however, all debate was permanently set at rest by a survey made in 1892 by the Federal Department of Mines. Iron pyrite was found in great abundance but there was not even a trace of gold. Silver and copper were also utterly lacking. Iron ore, occurring in granite veins, was found in hundreds of places, especially in Digby and Dalton townships. The heaviest deposits were near Smudge Lake,

in Digby In no case however, were the findings sufficient to be of economic value The presence of nickel in Somerville had already been recognized and the abundance of pyrrhotite, its customary concomitant in the great Sudbury deposits, had led to frequent comparisons of the two areas A careful examination of Somerville, however, showed that no parallel existed The ores at Sudbury had occurred in great diorite intrusions near their contact with granite or with the stratified rocks of the district which were of Huronian age, while those in Somerville occurred as impregnations in bands of gneiss belonging to the Grenville series The two sets of deposits were thus quite different in mode of occurrence and probably in age and what had been proved to be true of the former could not be taken for granted in the latter Careful assays from every known deposit in the township confirmed this conclusion Nickel was present but in such minute quantities as to be of no economic value The most promising discovery of the whole survey was a small vein of pure molybdenite in Digby on Lot 16, Concession VII, four miles north of Head Lake The somewhat rare mineral allanite was located on Lot 25, Concession XII, Dalton township In neither case, however, was commercial development warrantable

The overwhelming conclusion to be drawn from the report of the official survey is that little mineral development may ever be looked for in North Victoria

Farming a Precarious Calling

The status of farming in the granite area may be inferred from Professor Coleman's report on its soil In the limestone area conditions are slightly better, for the chemical composition of the soil is more favorable, but there is seldom sufficient depth for crops except in the flood-plains and terraces of the valleys of the Burnt River, Corbeau Creek, Gull River, Talbot River, and Head River These more propitious sections are, however, very limited

Most of those who took up land in North Victoria were attracted by its forest resources more than by its agricultural possibilities, and all depended on the forest for such temporary prosperity as was theirs Fully seventy-five per cent of the lots were patented when the patentee had the right to all timber including pine The potential wealth of this timber was considerable but when this disappeared the settler had to fall back on farming on poor land Even then, so long as lumbering thrived in nearby areas and provided a home market for farm produce, the backwoods agriculturalist could raise enough potatoes, oats, hay and meat to make a living The final extinction of local lumbering spelt failure for many farmers A region of non-agricultural soils was called on to compete unaided, in more distant markets for farm products and much of the area could scarcely raise enough to keep its inhabitants alive

The results have been a slow tragedy Many of the younger and more enterprising men moved out Many others would have followed, but could not, because of poverty Even today the movement goes on

and in 1920 a general migration from the Kinmount section to Kapuskasing in New Ontario, was planned. The population statistics for the past thirty-five years are as follows:—

Townships	1888	1898	1901	1920
Somerville	1359	1373	1885	1458
Bexley	795	798	871	837
Laxton, Digby, Longford	769	800	733	493
Carden	848	731	890	488
Dalton	488	495	512	382
Totals	4037	4897	4691	3469

It will be noted that while South Victoria reached its maximum population in the early eighties, North Victoria, being settled much later, did not attain the peak until about fifteen years later. Since then it has declined rapidly. The loss since 1901 has been 1222 or more than one-quarter of its population. Further, while in South Victoria the decrease in population has meant a reduction not in the number of farms but in the number of people occupying them, in North Victoria farms have been completely abandoned, often without finding any purchaser.

The condition, too, of those who have remained is often pitiable. There are, of course, occasional good farms along the valleys in the front ranges, but in some of the remoter sections the pressure of stark want is bringing about much social degeneracy. Physical and mental defectives are becoming commoner and moral disintegration often calls for the intervention of the Children's Aid Society. The fault in these matters does not lie with the people but with the conditions under which they attempt to secure a livelihood. The original settlers were an energetic hard-working resourceful people sprung from the finest pioneer stock in the older counties of Ontario. But in many cases they now face an impossible proposition. The amount of energy expended in trying to make a living in this area has been enormous, and if applied under half-tolerable conditions would have shamed by its achievements the self-satisfied prosperity of more favored regions. The modern urban dweller with his shortened hours and extended relaxations cannot imagine the dreary hopelessness of trying to wring agricultural returns from soil that is good only for forest. Even the hard-working farmer of South Victoria would find it hard to realize the extremities endured in the northern townships. As a minor indication of conditions it may be mentioned that in one section of Somerville the school tax alone, irrespective of all other levies, is 52.8 mills on the dollar. When we remember that the school tax in Lindsay is only 13.3 mills, we may realize how these northern farmers are bleeding themselves white in an attempt to provide their children with education. The simple truth is that the land, treated as farming country, will not support them.

At the present time dairying is the chief farm industry. In the granite region the only crops are hay and oats and there is a struggle for each farmer to get enough of these for his own use. As the number

of cattle that a man can winter is controlled by his summer crop and as a dry season means poor crops on the shallow, sandy soil, natural meadows and marshes are sought out and all available marsh hay harvested. Rough grazing land is fairly plentiful and is a distinct aid to dairying and ranching. Many farmers in South Victoria now pasture their herds each summer on abandoned farms in North Victoria and bring them home to winter on ensilage, a system which permits more intensive and profitable farming in the south. The dairying industry now supports two creameries, one at Coboconk and one at Kinmount. Improved methods of farming, such as more deliberate manuring of land and rotation of crops, would doubtless better many parts of North Victoria, but by far the greater portion of the region is utterly unsuited for agriculture.

An Era of Lumbering Now Past.

Lumbering was the supreme industry of earlier times but is now moribund through the sheer blind improvidence of those who took part in it. The record of carelessness and wanton destructiveness left by many who made their fortunes in North Victoria sixty years ago is a reproach to our race that will be hard to remove. It can, however, be palliated by an intelligent administration of the ravaged wilderness which has been left to our generation.

In 1850 all of North Victoria was covered with primeval forest. Of this original sylva, fully two-thirds was magnificent white pine and the other one-third pure hardwood, chiefly maple and beech. From 1850 to 1880 the forest was slashed away in reckless fashion. The coniferous areas especially were cut practically clean in the process of lumbering, although only the largest and choicest trees were utilized. The commercial output, even down through the seventies, ran into tens of millions of feet in sawlogs and unrecorded harvests of square timber, yet the potential value destroyed in the younger trees was probably far greater. On the most glaringly non-agricultural soils no thought was ever given to a future forest crop; no saplings were left to replenish the region, and fires, kindled by carelessness or ignorance, swept away even the seedlings that might have redeemed the slaughter.

The results are very evident today. Illuminating figures for Somerville township, are on record in a survey report made by the Commission of Conservation. Only 27·3% of the township consists of cleared farm land; 61·2% is burnt-over land, and a scant 10·5% is forested. Of this latter fraction, about one-ninth, or 1·3% of the whole area, is coniferous forest, (cedar, balsam, swamp, spruce, and tamarack), and the other 9·5% is hardwood and mixed forest. All of this wooded remnant has been pitilessly culled over and little of real value left. No forest containing sawlogs remained.

For this northern region as a whole the Commission reported that the white pine had been all but annihilated and the other trees of the area more or less severely culled, and that the pineries had

been burnt over at least once and in most places several times. Nearly two-thirds of the pine grounds had been burnt over two or three times and were beyond natural recuperation. The fire not only consumed what scanty young growth had been left after lumbering. Where the soil was thin, especially along the rock ridges, it destroyed the humus entirely. It also burnt up all seeds of the white pine, and, as fortuitous reseeding from adjacent pineries was limited to the distance that cones could fall and roll, almost all natural reforestration had been established by the wind-blown seed-catkins of poplars and birches. As a result 57.3% of the present forested area was now poplar and another 33% hardwoods.

Reforestration Needed.

A definite policy of reforestration would seem the part of wisdom. We have already seen that mining has no future and agriculture a precarious outlook in North Victoria in seven townships there are tracts comprising more than two hundred square miles which have been classed as waste land, available for reforestration. Much of this land will be replanted by natural means, but with trees of inferior value. All areas, however, stand in constant danger of fire, and unless the administration of such tracts is taken over on a large scale, preferably under municipal management, no adequate fire protection can be hoped for.

A more detailed discussion of this problem will be undertaken in a later chapter. It will suffice here to suggest the value of profiting by past mistakes and of seeking by prudent stewardship to re-establish the ruined prosperity of half a county. There is no reason why the bulk of these northern townships should not constitute forest reserves that might be drawn on in perpetuity and add greatly to the permanent wealth of the county.

A Resort for Recreation.

Nor is material gain the only argument in favor of a rehabilitation of North Victoria. Because of the pace of modern urban civilization the forests have become increasingly important as recreation grounds and as sanitary and health resorts. Even now our county affords a magnificent field for the sportsman and camper to range over. There are some sixty lakes in the Northern townships, varying in size from tarns of a few acres in the Longford granite to the blue expanse of Balsam Lake, nine miles in length and five in breadth. The altitude, in no case less than 840 feet above sea-level, ensures cool summer nights even when Toronto swelters most desperately. But under a system of forestration and forest protection, every year would add to the beauty and healthfulness of these northern resorts, until we could point with pride to what would be not only perennial sources of revenue but regions of natural paradise where the ailing and the over-wrought might find rest and healing.

Recapitulation.

Such then is North Victoria—a territory where the spoliation of a glorious forest has left a waste devoid of minerals and barren under the farmer's toil, yet where the future holds the hope of valleys roamed by hundreds of grazing herds, of forests tended and profitable, and of a refuge sought continually by the weary and heavy-laden

Chapter VI.

The Town of Lindsay

The present town of Lindsay is built on both sides of the Scugog River about half way between its source in Scugog Lake and its debouchure into Sturgeon Lake. Beneath the townsite lies an ancient preglacial rock valley carved out of the limestones of the Trenton era. The mantle of sand and clay which the glacial epoch cast across the valley is thickest just at Lindsay, and the river has therefore, in this vicinity, steep banks, where the channel has been cut down through these morainic deposits. In conjunction with these steep banks, there was originally a series of gentle rapids extending down most of the westward bend of the Scugog which lies in the heart of the town. The total fall was about three feet. A Mississaga camp site was located near by, known as "Onigahnieg," (i.e., "The Portage.")

In 1821, a paper township of Ops was attached to the Newcastle District by the Assembly of Upper Canada. In 1824-25, Colonel Duncan McDonnell, of Greenfield, Glengarry county, assisted by Patrick Lee and Daniel Shanahan, surveyed the township. Lots 20 and 21, Concession V, were reserved as a townsite.

In 1825, the first settler, Patrick Connell, settled on Lot 7, Concession IV. Others, the Bradys, Pynes, Hydes, Twoheys, Murphys, and Hoeys, joined him along the valley of the Scugog. Lot 16 in Concession V, just south of the present Riverside Cemetery, was granted by the government to the Rev. Father Crowley, the sole Roman Catholic priest of Central Ontario, in order that he might assist in the settlement of this township. The lot passed in 1846 to Father Crowley's nephew, John Ambrose, and now belongs to P. J. Murphy. In the late twenties, however, the priest had a house built on it at the water's edge. This was not for his own residence (since he had his headquarters in Peterborough and practically lived on horseback) but for the storage of settlers' effects. The spot was known as "The Priest's Landing." A trail called "the middle line," which ran from Cobourg through Peterborough and Omemee, ended at the "Landing," and from here on the settlers who had entered by this route proceeded by canoe. An early pioneer has declared that the scenery along the Scugog was exceedingly beautiful. The bright ribbon of water wound to and fro through a majestic forest that towered high above it. No human devastation had disfigured that quiet avenue among the primeval pines. The ugliness of waste and destruction and decay had not yet blighted it. Even the lowest banks were soft with beaver meadows, and wild rose blossoms rioted at the water's edge.

The Millers of the Scugog.

The virtual founders of Lindsay were three Americans, William Purdy and his two sons, Jesse and Hazard. About 1827, the government entered into a contract with the Purdys. They were to put up a ten-foot dam on the Scugog River at Lindsay and build a sawmill in 1828 and a grist mill in 1829. If the work were accomplished within the time-limit, the government was to deed them 400 acres, comprising Lots 20 and 21, Concession VI, or that part of modern Lindsay which lies between Colborne Street, Lindsay Street, Durham Street, and the eastern boundary, and to pay them a bonus of six hundred dollars.

They began work in the winter of 1827-8, bringing all supplies from the head of Scugog Lake on the ice in the winter time and by log canoes in spring and summer. The dam was located at the foot of what is now Georgian Street, about the present site of Perrin's Boat Works, for here the banks were highest and a wing dam through the woods therefore unnecessary. The river at this point was about thirty feet wide and eighteen inches deep. By September 1828 the dam was finished, and a sawmill 20 feet by 45 feet ready for operation. Many guesses were made as to how long it would take for the millpond to fill up. The most ambitious conjecture was twenty-four hours. It was not, however, until the following April, seven months later, that the water finally reached the top of the dam. No one seems to have realized that a ten-foot dam built at the head of the rapids at Lindsay would actually raise the level of Scugog Lake by several feet.

The pressure during the spring freshet of 1829 was too much for the dam. The centre timbers shifted on the rock bottom of the river, the dam broke, and everything was swept away. The Purdys then wrote to the government at York and secured a time extension of one year. By April 1830, the dam was repaired and the sawmill running at last.

Then a grist mill, thirty feet by forty, and three and a half storeys high was built. As the time allowance was now running out rapidly, a single run of stones was put in and the mill started. The first flour ground was for Mrs. Dennis Twohey's wake. There was no bolt for some time, so the early flour was dark, though wholesome. The miller's toll was set at one-twelfth of the grist. Patronage was brisk and it is recorded that women brought grain on their backs from their homes in Eldon fifteen miles away. One girl of sixteen carried a bushel that distance. Customers had to wait their turn and it sometimes took two or three days for a man to get his grist. In the meantime he camped on the river bank or slept at night before a great fireplace in the mill. If food ran short, flap-jacks were made from new grist.

The Survey of the Townsite.

In the original survey of Ops by Colonel McDonell in 1825, Lots

20 and 21 in the 5th concession had been reserved as a townsite In 1834 John Huston of Cavan came in with a small party to plot out this site into streets and lots

One of Huston's assistants a man named Lindsay, was accidentally wounded in the leg by a gun-shot, infection set in, and he died Lindsay was buried on the river-bank on or about the site of the present G.W.V.A. club-house The circumstance of his death led to the townsite being called "Lindsay" on the surveyor's plans submitted to and approved by the government

The original area surveyed at this time consisted of that portion of modern Lindsay bounded by Lindsay, Colborne, Angeline, and Durham streets, a parcel of 400 acres or one-quarter of the present town The east half of the site was surveyed into 345 half-acre building lots and the west half into 30 park lots of about five acres each Two main streets, the modern Kent Street and Victoria Avenue, each 100 feet in width bisected the town from east to west and from north to south respectively. On the four corners of the intersection of these two streets a market square of six acres, known as "Queen's Square" and extending half a block in depth to north and south of Kent Street between Cambridge and Sussex Streets, was reserved Victoria Avenue was, of course, named after the heiress-apparent to the throne and Kent Street after her father the Duke of Kent All the other streets were laid out 66 feet in width Those running north and south were chiefly named after Victoria's uncles—the duke of York, King William IV the duke of Cambridge, the duke of Sussex, and Prince Alfred (a street later renamed Angeline). Albert Street was named after the Prince Consort and Adelaide Street after Victoria's aunt, the wife of William IV Streets running east and west were named, on the other hand, after English statesmen and governors of Canada: the Earl of Durham Lord Melbourne (British premier, 1833), Baron Glenelg (Colonial Secretary, 1835-39), Lord John Russell (another colonial secretary, author of the Act of Union), Sir Robert Peel (British premier, 1834), the Duke of Wellington (British premier, 1828-30), Sir Francis Bond Head, and Sir John Colborne None of these streets except Durham and Colborne ran farther west than Albert Street, though an irregular corduroy road ran southwest towards Port Perry from the corner of Bond and Albert

Such was the original plan of Lindsay as mapped out by Huston, the surveyor Several years passed, however, before any attempt was made to chop out even one of the streets surveyed in 1834 through the almost impenetrable forest and swamp that stood on the townsite

Purdy's Mills in the Thirties.

Meanwhile a small village, known as 'Purdy's Mills' or as 'Portage Village,' was growing up, chiefly on the Purdy estate to the east of Lindsay Street Jaremiah Britton, together with his sons, Charles and Wellington, came from Port Hope in the winter of 1834-

25 and bought from Purdy for $100 an acre of land at what is now the foot of Kent Street. Here, on the present Academy of Music corner, he built a log shack and opened a tavern. It is said that a notice was posted up over the bar reading "Keep sober or keep away!" Small stores were opened on the mill property by a Thomas Sowden from Cavan and a Major Thomas Murphy. A Mr. Fulford also began a little carding mill on the Purdy tract. Purdy's house was near the modern Flavelle mill, and his barn on the site of the modern convent. Prior to 1834, the only settlers on the surveyed townsite were David Ray, William Colbert (later the postmaster) and the family of Edward Murphy, on Peel Street. In 1837, James Hutton moved in from Ops and opened the first store on Kent Street. Other citizens who came in soon afterwards were James Twohey, Thomas Clarke, Thomas Vane, Nicholas Powell, Dominic McBride, and Wm. Thatcher.

Virgin wilderness still hemmed in the little settlement, however. Deer could be seen drinking from the river in the heart of the present town or being chased by wolves up Kent Street. A woman was supposed to have been eaten by wolves or bears at Sucker Creek, near the Riverside Cemetery. Nothing but her handkerchief was ever found.

For a long time, the only bridge across the river was situated at the foot of Huron Street, or a few yards east of the present Allenbury factory, where the north bank is quite steep. Two abutments of logs were built, one on each side of the river, strong cedar stringers put across, and shorter cedar logs laid side by side on these to form a roadway. The road which led from the north end of this bridge wandered east to what is now O'Neill's Corner, but was then known as "Lang's Corner." Here it parted into two roads, one running east and south to Omemee and Peterborough and the other south (by the modern Logie Street) towards Bowmanville. These roads were, however, in unspeakable condition and in the thirties those seeking supplies often went by canoe to Bridgenorth on Chemong Lake, and walked six miles from there to Peterborough. In 1841, Purdy's Mills itself became a distributing centre when Thomas Keenon opened a general store just east of Jeremiah Britton on Kent Street East.

A Period of Invasions.

During a period of about ten years, Lindsay was subjected to a series of armed invasions which made life in the village anything but peaceful.

The first invasion came in December 1837. The provincial revolt of that year had been put down and Major Murphy, for reasons of his own, started a rumor in Peterborough to the effect that William Lyon McKenzie was in hiding at Lindsay. As a result, a number of farmers who were with their ox-teams at Purdy's mill one clear, cool evening were startled to hear a volley of muskets and to see a column of about 300 armed men with a large flag descending the steep river-bank to the north. When the advance guard got on the bridge cheers were raised, trumpets sounded, kettle-drums rattled,

the flag waved, and another mighty salvo of musket-fire let off into the upper air. The villagers, some thirty men, women and children in all rushed from their cabins to see what was happening, and found that their visitors were a detachment of Peterborough militia under Colonel Alexander McDonnell, searching for McKenzie. As it was too late for the contingent to return home that night, they bivouacked in and around Brilton's tavern, it soon did not matter much which.

William Purdy had been speaking rather plainly against the Family Compact, and Major Murphy took this opportunity of laying information against him. The miller was accordingly arrested and taken to Cobourg gaol. Here he lay without trial for some time, but was at last liberated and told to go home and mind his own business. As a result of this unpleasant experience, Purdy decided not to live in Lindsay any longer, and removed to Bath. Of his two sons, Jesse, who had had a severe attack of fever and ague, went with him, while Hazard remained in charge of the mill.

Major Murphy received the postmastership which had been held by William Purdy up to this time. He did not hold this ill-gotten position long, however, for he started a distillery, drank too much of his own whiskey, took delirium tremens, and left the country. The postmastership then passed to William Culbert, in whose family it remained for more than twenty years.

The second invasion of Lindsay came in 1838. The Purdy dam had backed the waters of the Scugog over some 50,000 acres of land adjacent to river and lake. The forest was drowned out, all vegetation rotted, and a plague of fever and ague carried off nearly one-third of the population. There were hardly enough well men left to bury the dead. On one Sunday, eleven deaths were announced in Ops, and on another Sunday seven heads of families had been swept away. Hostility towards the dam became more and more definite and bitter, and at last, in the summer of 1838, a great band of farmers gathered from Ops, Manvers, and Cartwright, armed themselves with flint-locks, pitchforks and axes, marched to Lindsay, and hacked away part of the dam. The structure was not completely demolished, however, and Hazard Purdy rebuilt it, though at a lower level. At the same time, he put in a large water wheel, a cog and spur wheel, two run of stones, and bolting apparatus.

The government meantime was planning a lock at Lindsay for navigation purposes and it was arranged that a new dam situated in the present location, would serve both lock and mill. Dam and lock were begun about 1838, but lapse for a time, and finally completed in 1844. The old Purdy dam had had a head of twelve feet, reckoned from the foot of the rapids. The new dam's fall was only seven feet. As compensation for the loss in water power and the construction of new works, the Purdys were paid $1600 by the government.

In the spring of 1844, Hiram Bigelow came to Lindsay and bought the mill and the 400-acre "Purdy tract" from Hazard Purdy for $10,000. The latter then left Lindsay and ultimately settled in Pembina, North Dakota. In 1844 the old dam was still in use and

the original mill still running. As no steamboats were to appear on these waters for eight years more, no urgencies of navigation called for the dam's immediate removal. In the early part of 1845, new mills were built on the present site, a quarter of a mile farther down stream. The old dam was then taken down and the mills worked by water from the new dam.

The third army of invasion appeared before Lindsay on July 12, 1846. "Billy" Parker, a noted Orange fighter from South Emily, had received a beating in Lindsay and the hundreds of celebrants of the Boyne victory marched on the little hamlet to avenge on its population the defeat of their champion. The villagers were warned of the impending attack and prepared to defend themselves. All who had muskets put them in working order. Thomas Keenan prepared rude swords by winding cotton around the hilts of scythe-blades as handles. Pitchforks were served out as bayonets. The old log bridge across the Scugog was chopped down into the river as in the defense of ancient Rome against the Tuscans. Sharp-shooters lined the river bank. Then a deputation, headed by Alexander Bryson, was sent out to confer with the foe at Lang's Corners. Happily wise counsels prevailed and the history of the town was not marred with such a battle as was then imminent.

The fourth, and last, major invasion came in the summer of 1847. In June of that year Bigelow sought and secured the permission of the government Board of Works to put a line of planks, a foot in height, along the top of the dam in summer so as to maintain the flood-level of spring-time and ensure a uniform flow of water. This was to be done at his own risk and expense. No sooner did the news of this flashboard become generally known throughout the Scugog valley and back into Manvers and Cartwright than the riparian farmers assembled once more with axe and rifle, marched to Lindsay, and removed the planking.

A unique accident happened at this time. There was a single mill-race or sluice controlled by a gate in the dam, which conveyed the water down into the mills. The current was strong and the one stream worked both the sawmill and the grist mill. The invaders opened the sluice-gate so that most of the water would pass through and render their work on the dam easier. By some mischance a man named Tom Toole slipped into the sluice and went through the gearing of the two mills—the sawmill first and then the grist mill. When he was fished out, fortunately still alive, from the river below the mills, he was asked how he got through. He replied that he had had no time to take notes. Toole beat all records for "going through the mill" by going through two of them.

In the summers which followed, Bigelow renewed the flashboards on the dam and succeeded in persuading the countryside that his action was not a serious menace to health.

From Village to Town.

Meanwhile the village had been growing slowly but steadily. Kent

Street was chopped out in 1840 and other streets soon followed. William McDonell came in from Peterborough and began the first tannery. George Colter started a potashery and Williiam Thornhill an iron-foundry. Bigelow bought out Fulford's carding and fulling business and developed it. Stores were kept by Thomas Keenan, Jeremiah Britton, Wm. McDonell, and G. M. Roche. By 1851, the population had risen to 300.

Navigation now began to develop and to bring prosperity with it. The steam boat 'Woodman' was built at Port Perry and the "Ogemah" at Fenelon Falls, and others soon followed. Pilotage was extremely difficult along the meandering Scugog, which was long known as 'the River Styx' because of the innumerable stumps that have disfigured its banks for three generations; but the growth of lumbering made river traffic of paramount importence and the Scugog fleet increased rapidly.

Meanwhile a charter had been granted in 1846 and renewed in 1853 to a railway company which purposed building a line from Port Hope to Lindsay (and later to Beaverton). Work was begun in earnest in 1854 and by December 1858 the head of steel had reached Reaboro. With the imminent prospect of being a railway terminus, subject to rapid growth, the citizens of Lindsay now applied to the government for incorporation as a town.

The following year saw the incorporation of the towns of Bowmanville, Milton, Bradford, Oakville, Sandwich, Collingwood, Windsor, and finally, Lindsay. Some of these municipalities of like age have since outstripped Lindsay but most of them have lagged far behind.

An Act passed by the Legislative Assembly on June 10, 1857, contained the following preamble —"Whereas from the rapidly increasing population of the Village of Lindsay, in the county of Victoria (one of the United Counties of Peterborough and Victoria) and from the peculiar position thereof as the intended County Town and the northern terminus of the Port Hope Railway, it is necessary to confer upon the said village the power of municipal government and incorporate it as a town under the name of the 'Town of Lindsay,' etc., etc.

The chief financial provision of the Act related to a bonus of $80,000 which had been paid by Ops (including Lindsay) to the Port Hope railway. It was arranged that the municipal debenture debt representing this gratuity should be divided between the town and the township according to assessment. Lindsay had at this time an assessment of about $300,000 and a population of about 1100.

The limits of the town were now extended so as to take in not only the original townsite but also three additional tracts, each of 400 acres.

The first of these was the old Purdy estate, Lots 20 and 21 in the 5th Concession, or that part of the present town bounded by Lindsay, Durham, Verulam and Colborne Streets. Hiram Bigelow on his death in 1853, had willed this property to the Bank of Upper

Canada. In 1858, the bank conveyed the property to a real estate corporation known as the Lindsay Land Company and headed by John Knowlson and Robert Lang. This company had the land platted off into streets and building lots. It will be noted that the names chosen for these new streets were quite different from those on the old townsite. East of the river we have, for example, St. Paul Street, St. Patrick Street, St. Peter Street, St. David Street, St. George Street, and St. James Street.

The second new parcel of land included within the limits of 1857 consisted of Lot 22, Concession V, and Lot 22, Concession VI, or all that part of the town which lies to the north of Colborne Street. All this area and another 400 acres adjoining it on the north had belonged to Cheeseman Moe, a retired naval officer, who left Lindsay for California during the gold rush of 1848 and has never been heard of since. Modern occupancy is therefore based on tax-titles.

The third addition of land comprised Lot 18, Concession V, and Lot 19, Concession VI or all that part of the modern town lying south of Durham Street. This tract had originally been granted by the Crown to Colonel McDonell, of Greenfield, Glengarry County, the surveyor of Ops. McDonell disposed of this piecemeal. Part of it was given by him to Father Chisholm (a fellow Scotch-Canadian from Glengarry) as a refuge for Irish immigrants who came out after the famine of 1847. The little settlement which sprang up here was known as "the Catholic village."

Other picturesque sections of the town are "the French village" and "Pumpkin Hollow." The former lies in the east part of the town and was settled by French-Canadian lumberjacks whose descendants here numbered 308 at the last census. The latter lies a little to the southwest of the Flavelle mill and was so called because of the great crops of pumpkins grown there in early days.

The Act of incorporation divided Lindsay into three wards. The East or "Victoria" Ward comprised all that part of the town which lay to the east of Lindsay Street, and the North and South Wards those parts of the remainder lying to north and south respectively of the middle line of Peel Street. On July 18, 1882, the government sanctioned a change whereby the centre line of Kent Street became the dividing line between the North and South wards, as at present.

Municipal Officials.

The first town council met in a frame town hall on the northeast corner of Kent Street and Victoria Avenue on July 20, 1857. The civic officials at this beginning of time were as follows:—Mayor, Robert Lang; Reeve, Foster Cain; Councillors, Wm. Thornhill, David Brown, Jeremiah O'Leary, J. Healey, H. G. Clarke, James Walsh, and J. McCarthy; clerk and treasurer, T. A. Hudspeth; chief of police, John Douglass.

The mayors from that time until the present have been as follows:—1857, 1858-61, Robert Lang; 1858, James McKibbon and William Thornhill; 1862-63, 1885, Thomas Keenan; 1864, Wm. Mc-

Donell, 1856-88, A. Lacourse, 1889-70, David Brown, 1871-72, George Downer, 1873, John Dobson, 1874-75, L. McGuire, 1876-77, Thos. W. Poole, 1878-80, 1884, Col. James Deacon; 1881-82, F. C. Taylor, 1883-85, J. W. Wallace, 1887-90, Thomas Walters, 1891, 1896-1900, Robert Smyth, 1892-93, 1903, Duncan Ray, 1894-95, Henry Walters, 1901-02, George Ingle, 1903-04, J. H. Sootheran, 1906-07, Dr. A. E. Vrooman, 1908-10, James B. Begg; 1911, 1913-15, R. M. Beal, 1912, Dr. J. W. Wood, 1913, D. J. McLean, 1916-18, Richard Kylie, 1919-20, B. L. McLean, 1921, John O'Reilly.

A Scourge of Fire

A beneficent catastrophe overtook Lindsay on July 5, 1861. An election had just been held and the town was thronged with visitors, waiting to hear and celebrate the official announcement of the returning officer. About 11.30 a.m., when it had just been announced that James W. Dunsford (Liberal) had vanquished John Cameron (Conservative), a fire was noticed in a small frame house on the south side of Ridout Street, about where Dr. Blanchard's residence now stands. It has always been supposed that the owner of the house, who had put up the building but could only rent the land, set the place on fire as the climax to a quarrel with his landlord.

A south wind rose with the fire and swept the flames from building to building. Both sides of Kent Street west to William were soon in ashes and all buildings between Kent and Peel streets destroyed except one little log cabin, owned by a widow named Murphy, on the southeast corner of Peel and William streets. Further east, the flames licked up Fournier's Hotel (on the present Cain site), the grist and saw mills, and all adjacent buildings, leaped across the river by way of the bridge, and consumed Brown's Alma Hotel and the Port Hope and Lindsay Railway station.

By 3.30 in the afternoon the fire had burnt itself out. The area destroyed was roughly speaking, bounded by Russell, William, Peel, Queen, Caroline, and St. Lawrence streets. Four hotels, two mills, the post office and customs office, and 38 other buildings lay in charred ruins, and about 400 people were without shelter. No lives were lost, but the loss of personal property was in most cases complete for fire insurance was still only in its infancy.

Distress was great though much food and clothing was supplied by unharmed citizens and farmers in the country near at hand, and for several days the trains from Port Hope were besieged by refugees seeking bread. The west side of Cambridge Street, between Peel and Wellington, was then a common and many camped here for weeks, at first shelterless and later in tents.

Although ruinous to the individual, the fire was a blessing in disguise to the town as a whole. Disaster seemed only to stimulate courage, and steps were at once taken to erect fine brick stores in place of the wooden buildings which had been swept away. A brickyard had been begun five years before on the farm of Frank Curtin,

lot 15, Con V, a mile south of the town, and the proximity of such building material made these ambitious projects possible. Within a year the Britton block, Funk's Hotel (McConnell's), the eastern half of the Keenan block (four stores and an hotel), and the Bigelow (Spratt and Killen's, and McBride's), Wilson (Kennedy), Wright (Armstrong and Forbert), Knowlson (Gregory and adjacent stores), McLennan, and Baker (Adams) blocks were completed. Nearly all were handsome three-storey brick buildings, remarkable in their day and environment, and still a credit to the town. The fire was thus the making of the town.

Further Threats of Fire.

Never again was the town destroyed by fire, but there have been occasions when destruction seemed very close at hand.

In August, 1881, a phenomenal drought scorched and blistered the whole of Ontario, and for days the thermometer ranged from 95 to 105 degrees Fahrenheit in the shade. Fires broke out in Victoria county on August 30th, and swept across the countryside before a west wind. Forests, crops, fences, and farm buildings were consumed. Railroad bridges were burned away and the rails twisted out of shape. The Long Swamp west of Lindsay was ravaged, towering clouds of ashes, smoke, and dust brought darkness and suffocation to the town, and a band of fire-fighters battled all day long on the 31st against a wave of flame that licked hungrily around the western boundary. At 6.00 p.m. on September 1st, a torrential rain brought this fiery chapter to a close. Most of the county had been wiped out, and the following year saw a huge emigration of farmers to Manitoba, Dakota, and other western areas.

A similar season of fire came in September 1887, but as no fuel had been left in South Victoria by the holocaust of 1881, the blaze was confined to the northern townships. An impenetrable pall of smoke lay over the whole countryside, however. Even in Lindsay visibility was limited to a few feet, eyes were tortured, and ashes fell like snow.

Some of the more serious local small fires during the past fifty years have been the following:—The Doheny block, northwest corner of William and Kent, 1875, loss $35,000; Parkin's sawmill, 1882, 1884, 1886, and 1892; the Scugog Paper Company's mill, 1886, loss $75,000; the McDonnell block, southwest corner of William and Kent 1888, loss $16,500; the Flavelle warehouses, East Ward, 1888, loss $25,000; Peel Street, in rear of the Elsmere block, 1902, loss $25,000; the Kennedy and Davis sawmill, 1907, loss $13,000, the Carew sawmill, 1905, loss $1¼,000.

Primitive Conditions of Life.

Conditions in the sixties and seventies varied much from those of today. William Street vied with Kent Street in importance as a commercial thoroughfare. Wellington Street was the leading resi-

dential section of the town There were, however, no sewers, no town water, no lights, and few cellars The necessities of the modern workingman were then luxuries unattainable to all

It is interesting to note that on April 17, 1865, the day of Abraham Lincoln's funeral, this little Canadian town closed all its stores and schools, put its flags at half-mast, and with two small cannon, owned by a retired British naval officer named Rodden, fired off a memorial salute to the great American

The first telegraph system was installed in September 1862 by the Montreal Telegraph Company, who brought in their line along the Port Hope railway On January 11, 1878, the first local demonstration of the telephone was made by attaching receiving and transmitting apparatus to the telegraph wires in Peterboro and Lindsay and so talking between the two towns The first local telephone exchange was installed in June, 1881 by George D Edwards of the Bell Telephone Company The system began with thirty subscribers The first demonstration of the phonograph was made in the Opera House in June, 1878

The police protection of these early days was very inadequate Drunkenness was fed by dirty taverns on every corner, and immorality was so brazen and shameless that a number of private citizens formed a Vigilance Committee in 1877 and burned down all the more notorious brothels throughout the town For many weeks the local papers kept recording 'another rookery gone" After this purging by fire it transpired that the Chief of Police himself had been a protector and patron of the wanton sisterhood

Cows, geese and dogs wandered over all the streets unchecked until the eighties From 1883 to 1886, the feverish question in municipal politics was whether or not to prevent ' the poor man's cow" from ranging abroad and devouring every green thing in every private garden A half-measure was tried ,which required every street-grazing cow to be tethered but the tether-ropes grew to unbelievable lengths and in 1889 the cow was banished entirely from the streets The first dog by-law was passed on July 25, 1887, and imposed a tax of one dollar per dog

Growth in Civic Stature

The population of Lindsay has grown slowly but steadily from 1100 at incorporation in 1857 to 1907 in 1861, 4049 in 1871, 5080 in 1881, 6081 in 1891 7063 in 1901, and 8025 in 1921 (assessment roll figures.)

This gradual development has resulted in an unusually high standard of general comfort in the town There are few noticeable extremes of wealth or poverty. There are no palaces and likewise no hovels And when hard times bring the soup kitchen and the breadline to bloated industrial towns like Peterborough and Oshawa, Lindsay shows little evident distress

The chief causes of the town s having grown at all are (1) manu-

cipal, (2) transportational, (3) industrial and (4) commercial.

The advantages which it has enjoyed as the county town are self-evident. Judicial, educational, and municipal establishments have all tended to focalize at this centre.

Far more important has been the gathering in of railways. Lindsay has no fewer than eight lines of railway radiating out, spoke-wise, from her boundaries, 27 passenger trains and many more freight trains pass in and out each day, and the G.T.R. divisional locomotive shops, stationed here, have a normal payroll of 120 men. The part played by the railways in building up and maintaining the town cannot be over-estimated.

The industrial and commercial growth of the town call for separate treatment.

Summary of Industrial Development.

As might be expected in a small inland town, the leading industries of the past seventy years have been those, such as lumbering, flouring, tanning, weaving, brewing, and brick-making, which have utilized the natural products of the neighboring countryside. Iron-founding and carriage-making have also had success up to the limit of the needs of the district.

The pioneer mill, both in gristing and in lumbering, was the Purdy plant, with which were later associated the proprietary names of Hiram Bigelow, Walker Needler, William Needler, Thomas Sadler, J. R. Dundas, Wm. Flavelle and J. D. Flavelle. In 1894, these mills had a daily flour output of 600 bags, an annual lumber cut of 1,000,000 feet, a 30,000-bushel grain elevator, a river fleet of six barges and a steamboat, and a staff of over 100 men. The depletion of our forests and the dwindling of the county's cereal output through the rise of mixed farming have resulted in the extinction of all this business. Lumbering was relinquished by 1900 and in 1910 the gristing interests, then controlled by Mr. J. D. Flavelle, were sunk in a big milling merger, known as the Canadian Cereal and Milling Company. Local operations were soon afterwards suspended.

Other local companies which have during the past half-century, engaged in lumbering, planing, and wood-working have been the following: (1) Hollis Bowen, succeeded on the same site by Whitmore ("the Yankee mill"), Dunham and Kellogg, John Rodd, the Rathbun Co., Baker and Bryans, and the Baker Lumber Co.; (2) Thomas Fee; (3) Burke Bros.; (4) George Ingle (Lindsay Planing Mill), (5) John Dovey, (6) Robert Bryans, succeeded by Joseph Maunder, (7) Perkin Lumber Co., later the Digby Lumber Co., (8) Killeby and Kennedy, (9) J. P. Ryley (Victoria Planing Mill), (10) Kennedy, Davis, and Co., (11) Rider and Kitchener, (12) John Carew Lumber Co., (13) Gull River Lumber Co., and (14) Lindsay Woodworkers, Ltd. The last three are still active.

The only surviving flour mill is one founded in 1889 by Isaac Finley and since identified with G. E. Martin, Joseph Maunder, C. C.

Finley and W H Woods

Tannaries have been conducted by F H O'Beirne, Alfred Lisle, the Robson Brothers and the R M Beal Leather Co

Woollen mills have been carried on by Wm Dundas, succeeded by J W Wallace and, later, by Alex and James Horne, and knitting factories by Mallon and Hanlon and E Hood and Son

Major Thomas Murphy founded a distillery in 1835 on a stream north of the town, still known as the Old Distillery Creek The enterprise fell through and he moved into town A second distillery on William Street only resulted in his developing delirium tremens from drinking his own whiskey Another distillery, begun by Benjamin Stacey, and breweries set up by Thomas Clark and James Lenihan all ended in bankruptcy Greater success attended Calcutt's Brewery, founded in 1872 and later run by Lloyd and Goldie, the Haslems (father and son), and Fred Cornell It, too, is now defunct

Brick-making was begun about 1856 by Francis Curtin on his farm south of the town The Foxes (father and son) took over the business in 1877 It is now run by C Wagstaff

The leading iron-foundries were long those of Mowry and of John Makins Makins sold out to John McCrae in 1883 The Sylvester Bros Mfg Co, founded in 1882 by Richard and Robert Sylvester, was at one time Lindsay's leading industry Over 100 men were engaged in manufacturing agricultural implements (binders, drills, presses, etc) of the proprietors' own invention Ruined by speculation, the business is today being revived by Sylvesters of the second generation who are manufacturing gasoline engines Other metal-working firms have been the Madison Williams Co, the Canadian Swensons, Ltd, the Boving Hydraulic and Engineering Co, and the Cole Mfg Co, Ltd

Carriage-manufacture has been chiefly in the hands of James Hamilton, T E Cunningham (succeeded by Cain, Corley, and Curtin), Richard Kylie, D Sinclair, and D J McLean Fitzsimmons, Ltd, which deals in automobile bodies, is a modern variant of the same trade

Among miscellaneous industries we may class (1) the Lindsay Creamery Co, of M J Lewis, and the cold storage business of Dundas and Flavelle Bros, now under one management as "Flavelles Ltd", (2) the Lindsay Marble Works (Robert Chambers) and the Victoria Marble Works (W H Cresswell), (3) the pork-packing businesses of C L Baker and George Matthews, no longer in local operation, (4) J M Squiers fancy seed business, (5) Hodgson Bros Chemical Works, (6) the Dominion Arsenal shell works, (7) Allen and Hanbury's Ltd, baby food factory

The imagination is appealed to somewhat by the evil fate which pursued certain firms that once operated in the East Ward on the present Beal tannery site Here James Lenihan's brewery first went bankrupt and then burned down Then a Tanbark Extract Company, of Montreal managed locally by James Foley, erected an enormous

plant on the same spot. Mismanagement and a lack of hemlock bark brought about collapse and a loss of $200,000. A Montreal wrapping paper firm then took over and proposed to manufacture paper from wild rice and from wheat straw. Bankruptcy intervened. Still another enterprise, the Scugog Paper Mill Company, managed by J. C. Patterson, made expansive preparations for making felt paper from pea straw, cedar bark, and similar materials. The carelessness of a French night-watchman set the plant on fire. Destruction was complete and the proprietors lost $75,000. The R. M. Beal tannery, which followed next, has apparently been immune from the evil spell of the place.

The prosperity of the town has been helped from time to time by the civic enthusiasm of the local Board of Trade. The Board was first organized on February 12, 1887, and fervent revival meetings have been held in 1889, 1905, and 1921.

Commercial Lindsay.

The number and character of the stores of Lindsay have changed little during the past forty or fifty years. Their trade is largely limited to the extent of the population of the surrounding country, and while the advent of the automobile has tended to widen the area directly served, a decrease of several thousands in the population of the county and the wholesale piracy of urban mail-order houses have both done much to neutralize this expansion.

The actual proprietors of the local stores, however, have changed incessantly and it would be no small task to list all the generations of merchants who have taken part in local trade since Incorporation. I shall content myself with the following schedule of older businesses which, after many years, remain with the families which founded them:—1837, Jeremiah Britton (now S. Britton, jewelry), 1857, E. Gregory, drugs; 1858, John Anderson, furniture; 1860, W. A. Goodwin, wall paper, etc.; 1861, R. S. Porter, books and stationery; 1881, Dundas & Flavelles, dry goods; 1852, M. O'Halloran, meats; 1862, McLennan & Co., hardware; 1863, Thomas Beall, jewelry; 1867, J. M. Neelands, dentistry; 1886, S. Cornell, insurance; 1874, R. P. Spratt and J. Killen, groceries; 1878, A. Higinbotham, drugs; 1878, J. A. Williamson, harness; 1881, J. G. Edwards, hardware; 1884, G. A. Milne, tailoring; 1887, Alex. Fisher, groceries; 1888, M. J. Carter, clothing; 1890, M. E. Tangney, furniture; 1890, Wm. McWatters, confectionery; 1890, Philip Morgan, drugs; 1892, R. Johnston and M. H. Sisson, boots; 1893, G. A. Little, books and stationery; 1897, F. W. Sutcliffe, dry goods.

At the present time, Lindsay has 27 grocers, 8 clothiers and drapers, 3 druggists, 3 butchers, 3 hardware merchants, 5 confectioners, 4 shoe dealers, 4 coal dealers, 3 jewellers, 3 furniture dealers, 2 stationers, 2 fruiterers, 2 opticians, 2 tailors, 2 music stores and 1 harness dealer.

The Banks of Lindsay.

The Bank of Upper Canada opened a branch in Lindsay in 1853

and conducted business until the failure of 1883. The Bank of Montreal had a local agency in 1858, but for nearly twenty years it did nothing beyond accepting deposits for the government. The Ontario Bank came in in 1864 and the Merchants' Bank in 1879. The Bank of Montreal absorbed the latter in 1877 and the former in 1908. The Dominion Bank began business in Lindsay in 1881, the Standard Bank and the Bank of Commerce in 1906, and the Home Bank in 1910. The Victoria Loan and Savings Co. was founded in Lindsay in 1895, under local management and largely financed by local capital.

Delayed Civic Improvements.

The last four decades have seen remarkable developments in the conveniences and amenities of town life. Electric light, waterworks, sewerage, paved streets, municipal charities, and a hospital have all reached mature growth.

The tardiness with which these developments came was due in large measure to bad municipal financing during the period 1857-1851. For many years, municipal politicians deliberately disregarded written and unwritten laws. Debentures were issued for various purposes, but the councillors, in their desire to curry popular favor by a low tax rate, kept taking the money raised to pay off the principal and diverting it to current expenses. Finally, in 1891, a provincial Act forced the consolidation of the arrears of debt and payment in full within thirty-five years. The consolidated debt amounted to $152,000, of which sum $123 000 had been voted in railway bonuses.

Once civic government had been placed on a sound basis in this fashion, the provision of modern public utilities was much accelerated.

Lindsay's Lighting System.

Prior to 1880, the streets of Lindsay were without illumination and citizens who walked abroad at night did so in imminent peril from mud, thugs, and drunken drivers. The town council at last decided, in November 1880, to purchase six coal-oil lamps. One of these lamps was placed at the Wellington Street bridge, one opposite the Midland station, and the other four on Kent Street.

In September 1881, a "Consumers' Gas Company of Lindsay" was formed with an authorized capital of $50,000. J. R. Dundas was president and F. C. Taylor managing director. This new company contracted with the town to instal 23 gas-lamps for street-lighting.

Gas, however, was soon to abdicate to electricity. In 1890, B. F. Reesor of Newmarket established a "Lindsay Electric Light Company," which generated power on a fuel system and was given the street-lighting contract. A rival enterprise, the "Victoria Electric Light Co., Ltd.," was at once founded by Samuel and Alfred Parkin. The Parkins were burned out in September 1891, and thereupon

bought up the plant of the Consumers' Gas Company, on the south-east corner of William and Wellington streets, demolished the works, and set up an electric power station. Competition between the two electric light companies was keen and both gave service at a loss —to the great benefit of the public but to their own embarrassment. At last, Thomas Sadler and William Needler came to the financial assistance of Reesor. They then bought out their rivals and incorporated the "Light, Heat, and Power Co., of Lindsay, Ltd."

The advantages of hydro-electric power development at Fenelon Falls were now considered. J. A. Culverwell of Port Hope, had seen the prize first and had secured an option on the Smith Estate at Fenelon Falls, but was checkmated by the adverse report of a supposed expert. The Lindsay company then stepped in and snatched up the power rights.

Work was begun in July 1899 on a $75,000 generation and transmission system. The chief items in the generating system were an 11-foot steel flume, two Sampson turbines, and a 400-kilowatt generator. A three-phase current at 550 volts was stepped up to 11,000 volts for transmission and distributed in Lindsay at 1100 volts. The contractors were the Wm. Hamilton Mfg. Co., of Peterborough. The system was formally opened on May 31, 1900.

The municipal fathers now decided that the rates charged for street lights were exorbitant and encouraged the formation of a Lindsay Gas Company, capitalized at $40,000, in July, 1901. The manager, John A. Burgess, of Toronto, put up a plant on the south-west corner of Kent and Sussex streets. His gas-lights were tested in May 1903 by Professor Ellis and W. H. Stevens, and condemned as hopelessly under strength.

In 1906, another gas venture, the 'Gas Power Company,' headed by a Mr. Dancy, of Toronto, was given the lighting franchise and much municipal encouragement. With this firm's collapse, all struggles against the electric power company came to an end.

In October, 1911, the question of municipal ownership was brought to a head by local Socialists but was decisively rejected when put to a popular vote.

Since then the Light, Heat, and Power Company has been acquired by the Seymour Power Company, and still later absorbed into the Hydro-Electric Power Commission's 44,000-volt Central Ontario (or more correctly, Trent Valley) circuit.

Search for a Water Supply.

No adequate provision of water for drinking, washing, and fire-fighting was made prior to 1892.

For drinking purposes, private wells had to suffice. It was hoped, at one time, that artesian wells, sufficient for the town, could be located within the civic limits. In 1887, a heavy flow was found by Richard Sylvester while drilling on his property on the north-west corner of Peel Street and Victoria Avenue, and in 1888 the town

council paid $500 to have a test well sunk on Edward Murphy's pasture lot, on Adelaide Street just north of the Collegiate Institute, by Abraham Mosley, of Beaverton. Mosley's auger was broken and lost at a depth of 140 feet and, as no water had yet been discovered, the project was abandoned.

Bathing was ill provided for, except, perhaps, in a bath-house built by Thomas Sadler, jutting into the river about 200 yards east of the grist mill. Here a bath could be had by paying an admission fee of ten cents to Peter Forbert, the attendant. Part of the bath was fitted up to accommodate children, the bottom being covered with a lattice-work of leather straps, thus allowing the water free circulation and preventing even the smallest child from filtering through.

The only fire protection was that furnished to the business section alone by a limited line of pipe and a water wheel at the grist mill, which was set going whenever an alarm was given.

A change from all this came in 1892, when the town entered into an agreement with a "Lindsay Waterworks Company," backed by Messrs. Moffett, Hodgkins, and Clarke, of Watertown, N.Y., whereby the company was to instal a modern waterworks system. In return for a guaranteed franchise for a period of years at $3200 per annum.

Construction began in June 1892 under the superintendence of E. B. Calkins. An intake, filter and a pump-house were built on the west bank of the Scugog at the foot of Mary Street. Two large Deane pumps, with a daily pumping capacity of 1,000,000 gallons, were installed, and 7 miles of pipe laid down. For storage and pressure purposes, a standpipe, 110 feet high and 16 feet in diameter, was put up at the corner of Jane and Henry streets, on the height of land near the fair grounds. The system was tested and accepted by the town on October 17, 1892.

It soon transpired that the company had gotten itself into financial embarrassment and the town authorities at last decided to buy up the waterworks for $60,000 and to place the system under a Board of four Waterworks Commissioners, consisting of the mayor, ex officio, and three members elected one each year, by the ratepayers. Since that time the water service has been extended steadily.

In 1908, experiments were made in water purification by ozone, but the results were not uniformly satisfactory. The water is now run through a sand and alum filter and sterilized with chlorine gas.

Sewage System Long Delayed.

Proper sewage arrangements for the town were slow in establishment.

In 1873, a stone drain, costing $5690, was built from the river south up Lindsay Street to Kent Street and thence west along Kent to about the present Post Office. This provided drainage for the swampy cellars of part of the business section. No further sewerage

was attempted for another quarter of a century.

Shortly after the instalment of the waterworks in 1892, the popular demand for sewage accommodation became vocal, and Willis Chipman, C.E., of Toronto, was engaged by the town to make a sewage survey. His report rendered in September 1893, divided the town into six drainage areas:—(1) a small northwest area, (2) a 1200-acre Brewery Creek area, separated from (1) by a line from the highest point of land on the western boundary to the point where the Scugog crosses the northern boundary and from (3) by a line from the corner of Kent and William streets to the corner of Durham and Cambridge streets, and thence south to the southern boundary; (3) a 200-acre Lindsay Street Creek area, (4) a strip, varying in width from 700 feet to 1500 feet along the west bank of the river from Huron Street to the southern boundary; (5) that part of the East Ward west of a line drawn north-northeast from the south end of St. Patrick Street; (6) that part of the East Ward to the east of the same line. To serve areas (2) and (3), the principal portion of the town, he proposed building two trunk sewers, one from Sussex Street along Kent, Cambridge, Wellington, and William streets, and emptying into the river at the foot of Francis Street, and the other north down Lindsay Street. All drains were to empty below the locks, where a minimum current of 10 feet per minute and an average discharge of 22,000 cubic feet per minute were considered sufficient for sewage disposal until the population exceeded 15,000. The sewers, too, were for sewage only. Storm water was to be left to the Wellington Street drain and the Kent Street storm sewer.

The cost of the Chipman system was estimated at $56 000, and, as the town was suffering from the effects of execrable management in earlier years, the council did not dare to undertake a work of such magnitude. Indeed, it was not until 1898 that any sewerage construction was begun at all, and the first vote then was only $1500. Cautious but steady development has been going on ever since.

Summary of Public Utilities.

Today, there are some 1713 private dwelling-houses in Lindsay. Figures secured from public utility officials show that 1191 (or nearly 70%) have sewerage and waterworks connection, and that 1391 (or over 80%) are lighted by electricity.

The Streets of Lindsay.

The streets of the town were long notorious as sloughs of despond. The townsite consisted, for the most part, of cedar swamp and the roads seemed mere stretches of bottomless bog. The late Charles Britton, who came to Lindsay in 1837, often claimed to have run a pole twenty feet straight down in the centre of Kent Street without striking solid ground, and even the present generation can remember wagons being engulfed axle-deep in the slab mud of the road.

From 1890 to 1910, many unsatisfactory experiments were made with macadam, which persisted in sinking quietly to unknown depths. Five blocks of asphalt pavement were laid down on William Street North in 1910 and gave immediate satisfaction. From 1916 to 1918, during the mayoralty of Richard Kylie and chiefly because of his persistent advocacy, all the main arteries of traffic were paved with asphalt or concrete. Thanks largely to Mr. Kylie, Lindsay has now over twelve miles of permanent roadway, and has passed at one stride from the worst to the best. It is probable that no town of its size in Canada has now such superlatively good thoroughfares.

Prior to 1883 the town was bare of shade trees. In April of that year, an Act introduced by the Hon. S. C. Wood, provincial member for South Victoria, authorized a government bonus of twenty five cents for each tree planted. The town council supplemented this with a subsidy of fifty cents for each tree, and tree-planting became the order of the day.

No thought was given to parks until May 1901, when the Board of Trade undertook the development of the south half of the Kent-Sussex-Peel-Victoria block. This "Victoria Park" was now levelled and seeded for the first time. In 1907, Richard Sylvester sold the town, for park purposes only, the major portion of the north half of the same block, asking for it only $300, the price he had paid for it twenty-five years before.

During the mayoralty of Mr. Kylie, a "Memorial Park" was acquired in Ops township on the banks of the Scugog, and time and care will doubtless transform it into a beautiful picnic resort.

A Shelter for the Aged.

The first step towards caring for the aged indigent of the town was made in April 1888, when a frame building on William Street opposite Meikins' foundry was rented by the town as a Home for the Aged. A matron, Mrs. G. B. Helps, was placed in charge and supervision handed over to a Central Charity Committee. Mrs. Goodwin, Mrs. Neelands, and other lady directors were very active in this work.

In 1895, the inmates were transferred, much against their will, to the Mansion House building on the southeast corner of Glenelg Street and Victoria Avenue.

Meanwhile, a much larger institution, which would accommodate the indigent of the whole county, had been planned by the county council. In 1880, 1898, and 1900, elaborate investigations were made, and the councillors were unanimously in favor of taking action, but in each case the necessary by-law was defeated when put to the vote of the people. Finally, in June 1903, provincial legislation made it compulsory for all county councils to build Houses of Refuge before 1906, and action was forthcoming at last.

In October 1903, a committee of nine went on a tour of inspection of charitable institutions in other counties and decided to adopt the

plans of the Lambton county House of Refuge at Sarnia. As a site, seventy acres on the Curtin farm, lot 18, Con. V. Ops, just southwest of Lindsay, was purchased for $7,425. The building contract was let to W. McLean of Woodville for $29,000. Waterworks and sewage systems were laid down in 1904 and the buildings set up in 1905. The main building was a three-storey structure of red brick, designed to accommodate 75 inmates. It was heated by steam and ventilated by an electric fan system. The cost of land, buildings and equipment totalled $47,250.

The institution was formally opened on October 25, 1905, by the Hon. J. W. Hanna, Provincial Secretary, and Dr. R. W. Bruce Smith, Inspector of Prisons and Charities. The first keeper was Robert G. Robertson, and the first matron Mrs. Robertson, his wife.

The Mansion House building, which was now vacated, was turned over as a Children's Shelter to the Children's Aid Society of Victoria county. This society had been incorporated under the Gibson Act in January 1895, with Duncan Ray as its first president and Dr. W. L. Herriman as its first secretary.

A Munificent Memorial Gift.

Lindsay was virtually without hospital accommodation until 1902, when it suddenly received one of the finest small hospitals in all Canada.

James Ross, a Montreal millionaire, offered in 1900 to build a hospital in memory of his parents, who had lived for many years in Lindsay, provided that town and county would guarantee its maintenance. The offer was accepted and a site purchased on the northeast corner of Kent and Angeline streets. Here, on a high, grassy knoll, 200 feet back from Kent Street, there rose, during 1901 and 1902, an imposing building of red brick based on foundations of white Longford stone. A main two-storey building, 86 feet by 56 feet, was flanked by east and west wings, each 28 feet by 32 feet. Every precaution was taken to make fire impossible. The frame consisted of steel girders, the floors were of English tile laid in cement, the main walls were of brick, the partition-walls of steel lath attached to iron studding, and the ceilings were sheet steel imbedded in cement.

The new building was opened by the donor with a golden key on November 27, 1902. The first Board of Governors comprised the following:—Chairman, J. D. Flavelle; Secretary-Treasurer, J. R. McNeillie; Directors, John Austin, George Ingle, Thomas Stewart, Robert Bryans, and Mrs. J. C. Grace.

The first Lady Superintendent was Miss Scott, who was assisted by a head nurse and four nurses-in-training. Miss Scott was succeeded in October 1905 by the late Miss N. M. Miller of Brockville, and the latter, on her demise in 1921, by Miss Reid, of Lindsay.

Mail and Music.

Two other buildings worthy of mention are the present Post

Office and the Academy of Music

From 1861 to 1888 the post office was a modest frame building which still stands on Lindsay Street South next to the skating rink A new building of brick was promised by the government in 1887 and the choice of a site wavered between the old English church lot (the present location) and Britton's corner The former site was criticized as being too far west and out of the centre of the town and a referendum, brought on by frantic disputants, gave a popular majority of 238 in favor of Britton's corner It seems, however, that the referendum was out of order and that the federal Post Office Department had already purchased the other site The criticisms of 1887, moreover are no longer valid for Lindsay, like most towns and cities in the northern hemisphere, has grown steadily towards the west and north, so that the Post Office is now quite central The advent of street delivery in 1919 has further shelved the question

Work on the Post Office was begun in July 1888 Limestone for the foundations was towed to Lindsay on scows from the Big Island quarries on Pigeon Lake The main building, constructed of red brick, was 56 feet long by 51 feet wide by 60 feet in height The structure was finished off with a tower and a mansard roof There was also an eastern wing, 57 feet by 22 feet A recent reconstruction has not altered the main outlines of the building

The Academy of Music, built in 1833, was more urgent than the Post Office In the sixties Thomas E Bradburn had built a two-storey west wing on the town hall and had leased it to the town council The upper floor was used as an Opera House Though painfully inadequate, it was all that the town knew for a quarter of a century

The Bradburn lease was to expire in 1893, and in 1892 a joint stock company initiated by R J Matchett and F Knowlson, prepared to put up a modern Opera House on the southeast corner of Lindsay Street and Kent Street East Work was begun in July 1892 under the contractorship of William White, of Lindsay The plans of the architect, W Blackwell of Peterboro, called for a four-storey building of red brick, 120 feet long by 55 feet wide The stage was 54 feet in width by 38 feet in depth, and the proscenium arch was 28 feet in height The auditorium was vaulted over with a magnificent domed ceiling The seating capacity consisted of 500 in the gallery, 384 in the stalls and parquet, and 16 in the boxes, or a full house of 900 in all

An opening concert was given on the night of January 5, 1893

A Few Municipal Statistics.

The present population, according to the civic tax-rolls is 8025, and the assessment of taxable property $4,262,942 00

The levy for 1921 is 44 3 mills on the dollar and provides for the following expenditures:—(1) $36,887 41, as payment to the county One-half of this amount was to be applied on the county road

system (2) $52,255.77 for Public and Separate Schools (3) $17,226.43 for the Collegiate Institute (4) $44,490.19 for Debenture Debt and Interest. This includes the missing railway bonuses consolidated in 1891, industrial bonuses, and local improvement financing (5) $2800.00 for the Public Library (6) $47,295.00 for the miscellaneous expenses of municipal government.

The Record of the Press.

The present Lindsay newspapers "The Watchman-Warder" (weekly) and "The Evening Post" (daily), are not only the oldest survivors of a long line of journalistic enterprises in the county, they were actually among the earliest in point of establishment.

In 1858, a joint stock company, consisting of Messrs. Cottingham, Irons, Stephenson McQuade, and others, set up a weekly 'Mercaife Warder" (Conservative) under the management of Joseph Cooper and Joseph Twall. Cooper had served his apprenticeship on the Dublin Warder and to that fact the new paper owed its name. It became the Omemee Warder in 1857, when the village changed its title.

The "Canadian Post," a Liberal weekly, was begun in Beaverton in 1857 by C. Blackett Robinson and moved to Lindsay in 1861.

According to a Canada Directory issued in 1857, the field here had already been occupied by the "Lindsay Advocate" (Independent) under Edward D. Hand. The Lindsay "Herald" (Conservative) joined these two in 1862. Then, in 1866, the Omemee Warder, finding its position financially unstable, was spirited away by night and set down in Lindsay as the "Victoria Warder." Finally, Peter Murray and W. M. Hale began the 'Lindsay Expositor" in 1869.

Only two of these papers survived. The Herald and the Expositor died in infancy, and the Advocate sold out its equipment to the Post and the Warder in 1870.

In that same year, Robinson moved to Toronto and founded the "Canada Presbyterian." The Post was left in the charge of his brother-in-law, George T. Gurnett, until 1873, when it was taken over by Charles D. Barr, night editor of the Toronto 'Globe."

Four years later, Cooper sold the "Warder" to John Dobson for $5000, and Edward Flood was made editor. Samuel Hughes of Toronto became proprietor and editor in 1885. Leading local Conservatives were soon dissatisfied with his management of the paper and backed Joseph Cooper in establishing the "Watchman," another Conservative weekly, in 1888.

For two or three years the local press indulged in orgies of Billingsgate, probably unique in the annals of Canadian journalism.

In time, Cooper sold out the Watchman to George Lytle, who in 1889, bought up the Warder as well and amalgamated the two papers as the "Watchman-Warder." Lytle was succeeded as editor by Allan Gillies, who, with the assistance of Ford Moynes of the Stratford Herald, launched a "Daily Warder," commencing May 1, 1903. John W. Deyell, B.A., has since become manager.

Meanwhile, C D Barr was appointed county registrar in 1891, and the Post was taken over by George H Wilson of Port Hope on July 1, 1892 The weekly edition was supplemented by a daily "Evening Post" beginning April 2, 1895

Two new rival papers were founded in 1895 and 1903, but were short-lived Sam Porter, of the Post staff, published a "Lindsay Newsitem" for a few weeks in 1895, and a "Free Press" started on May 3, 1903, by J V McNaulty and R J Moore, gave up the ghost on February 20, 1909

During and after the Great War of 1914-18, newspaper costs became so crushing that the proprietors of the Post and the Watchmen-Warder entered into an agreement by which after Sept 30, 1920, the former abolished their weekly edition and the latter their daily edition This arrangement is still in force.

The staffs of the local papers have had several distinguished graduates Samual Kydd, once with the Warder and the Advocate, became editor of the Montreal Gazette in 1909, while the late W M O'Beirne 30 years editor of the Stratford Beacon, the late S J Fox, M P P; the late J T Johnston of the Toronto Type Foundry, and F H Dobbin, 27 years Managing Director of the Peterboro Review, all served with the Post

Newspapers have also carried on elsewhere in the county After the departure of the Warder, Omemee had its "Herald" and "Mirror," both now defunct In Bobcaygeon, the "Independent," founded by E D Hand in 1870 and published for many years by the inimitable Charles E Stewart has a current circulation of 750 Fenelon Falls has had the "Gazette" and the "Star" The latter is no more, but the former, set up by E D Hand in 1873, and now run by the Robson Bros, survives with 800 subscribers Woodville long had its weekly, the "Advocate," founded in 1877 by Cave and Henderson, but this paper has since been amalgamated with the Beaverton "Express"

Half a Century of Sport.

The past fifty years have seen great local interest in athletic sports of every kind Perhaps no other factor in civic life has done more for the health and the democracy of the town, for participation has been general and the spirit of snobbish exclusiveness conspicuously lacking

Water sports may conveniently be dated from the formation, on May 4, 1874, of the Victoria Boat Club This club sought to encourage canoeing, rowing and yachting, but specialized in the latter Some of the yachts which took part in the enthusiastic contests of the time were the Wide-Awake, the Wave Crest, the Breeze, the Spray, the Ruby, the Mazeppa, the Wave, and the Emma

The lineal descendant of the Boat Club was the Lindsay Canoe Club, which, in 1884, built a large two-storey club boat-house at the foot of Kent Street East The ground floor was stored with canoes and skiffs and the upper floor fitted up as a gymnasium The pennant of the club consisted of a white diamond set in a crimson-bordered blue field and inscribed with a figure of a green bull-frog rampant

This totem has been appropriated in recent years by Sturgeon Point but is less appropriate there than in Lindsay,

'Where Scugog rolls its turbid tide,
And bull-frogs bellow on its marshy side.'

In 1889, the Lindsay Canoe Club was the largest in the world, but its decline soon followed with the development of Sturgeon Point and the development of the power launch, which made it possible to travel by water without work.

Among winter sports, curling is preeminent. The Curling Club is a great force working for civic democracy, for here citizens of every creed, race, occupation, and condition of life play together in the utmost goodfellowship.

The club was first organized on December 11, 1875. Its original members were J. Watson (president), G. H. Bertram, D. J. McIntyre, J. M. McLennan, J. Matthie, W. Needler, S. A. McMurty, H. Gladman, Rev. J. Hastie, and J. D. Flavelle.

The first season was spent in a rink on Victoria Avenue rented from Thos. Fee. By the season of 1877-78, the club was housed in a rink of its own on Russell Street. The present Peel Street rink was built in 1895.

In 1909, after 33 years of play, the club had won more prizes and competitions than any other club in existence. A few only of its achievements are—the open event for all Canada and the U.S.A. at Montreal in 1884, the Ontario Tankard 5 times in 13 years, the Governor-General's trophy 4 times in 13 years, the Royal Caledonian Medal 3 times in 6 years, the International Cup 3 times in 16 years, and the Ontario Curling Association Medal 6 times in 13 years. The doyen of the club is of course Mr. J. D. Flavelle.

A Lindsay Snowshoe and Toboggan Club was organized on December 11, 1885, with C. E. L. Porteous as president and W. A. Wilson as secretary. The club built a toboggan-slide on Lyons' hill in the North Ward and was active for several winters.

A Lindsay Skating Club Company, formed in December 1889, built the present Lindsay Street skating rink. The management comprised J. A. Barron (president), J. D. Flavelle (vice-president), and F. C. Taylor (secretary-treasurer).

Hockey now began slowly to develop. The climax was reached in March 1909, when the Lindsay "Midgets" won the Intermediate Ontario Hockey Association championship by defeating the Stratford "Midgets" 7—2 in Lindsay and 5—3 in Stratford. The successful team consisted of the following:—Basil Newton (goal), Leon Koyl (point), Clifford Sullivan (cover), W. Stoddard (rover), Kenneth Randall (centre), Reg. Blomfield (left), and Fred Taylor (right).

Summer field sports have included cricket, lawn tennis, rugby football, baseball and golf.

The high-water mark in cricket was attained on August 7, 1883, when the Lindsay cricket team defeated Toronto on the local school grounds by eight wickets. The Lindsay eleven were G. F. Hall, M. Boyd, J. C. Grace, G. Hallett, J. A. Barron, W. Grace, W. Jones, J. B.

Smith, C Veitch, R. McLennan, and E Mosgrove

The first tennis club was organized on July 21, 1884, with C E L Porteous, F Herman, S A McMurtry, J D Flavelle, and T Dean as an executive The club was revived again in 1893 Grounds were secured on the southeast corner of Russell and Mill streets, an up-to-date club house built, and three courts developed under the picturesque old elms which embellished the grounds Matches were played against teams from Millbrook, Port Perry, Uxbridge, and elsewhere. The three outstanding local players were Peter Kennedy, L V O'Connor and C H Sootheran All three played in the provincial championship matches at Toronto, and Sootheran in 1911 defeated the champion of Idaho in the finals for the singles championship of Spokane Washington

A Rugby football club was organized in Lindsay in 1892 by W H Simpson, but met with no outstanding success until November 27, 1903, when, with a season's record of four wins and no losses, it won the Junior Rugby championship of Ontario by defeating the "Capital" team of Toronto by 5 to 3 The Lindsay fourteen comprised the following:—full-back, Sylvester, halves, B Green, Cotton, F Green, quarter, Killen, scrimmage, McQuarrie, Dougan, Newton; wings, McHagh, Koyl, Conway, Murdie, McKenzie McGregor

In baseball, the day of greatest jubilation has probably been October 6, 1904, when Lindsay won the pennant of the Midland League by defeating Bowmanville 10—7 The Lindsay players in 1904 were Cinnamon, Lennon, Little, Marks, Menzies, Miller, McGill, McLaglan, Stalker, and Workman

A golf club has been in existence for a score of years and owns an admirable golf-course and club-house just west of the town The expense attendant on the game involves a danger, happily not yet realized, of its becoming the one undemocratic sporting organization in a splendidly democratic town

Chapter VII.

The Record of the Rocks

The changes wrought in the appearance of Victoria county by a century of Anglo-Celtic civilization are surely startling Yet the inconceivably great epochs of time which lie in the geological past of the world saw stranger sights yet, and we must know this earlier history of the county if we are to understand some of the commonest features of the landscape of our own day

Norland on the Pacific Coast of Greenland.

Some fifty millions of years ago in the Ordovician Period of the world, there were only three great continents, none of which corresponded to the great land masses of today An "Indo-African" continent comprised modern Africa, Asia Minor, Arabia India, the East Indies, and the whole vast intervening bed of the Indian Ocean A "Brazilian" continent included the northern half of South America, the West Indies, and the Appalachian system of the United States And a third or "Greenland" continent stretched from Quebec on the west and Greenland on the north over the whole of the North Atlantic to Scotland, where a lofty range of "Caledonian Mountains" was washed on the east by the Pacific Ocean (for most of modern Europe and Asia was still under water) At the southwestern end of the Greenland continent, an "Algonkian Peninsula" ran across Northern Ontario and up west of Hudson Bay as far as Coronation Gulf From this peninsula, a projection ran south into the 'highlands" of Old Ontario The central and western parts of North America were not yet in existence and the waves of an even greater Pacific than that of today rolled over South Victoria to break on the stern granite shores of the continent near Uphill Norland, Dongola and Burnt River Had modern men lived at that time, he could have sailed straight west from Norland to Edinburgh, Scotland, without changing his course And had he sailed eastward he would have witnessed tremendous volcanic eruptions in Nova Scotia and New Brunswick, then at the extreme north of the Brazilian continent However, man was not yet on the earth The highest forms of life were still only mollusca, which, in some cases, had shells fifteen feet long

Practically all land at this time was granite rock, formed by the original cooling of the earth's surface and now emerged from beneath the oceans as three great mountainous continents The sterile hills of North Victoria and Haliburton are thus part of one of the oldest mountain systems in the world beside which the Rockies and Alps are only healthy babies of yesterday Rivers among these hills brought

down great quantities of silt and mud which were deposited in the ocean depths in South Victoria. Here pressure and heat transformed this sediment into limestone. Two successive formations are usually noted. The oldest is known commonly as the "Black River," but is now described by scientists as consisting (in this county) of Coboconk, Leray, and Lowville limestones. These strata outcrop chiefly to the north of the Kawartha lakes. The later formation, known as "Trenton" limestone, now overlies the Black River in parts of South Victoria.

By the advent of a somewhat later epoch, the Carboniferous, in which most of the important coal beds of the world were formed, southern Ontario and most of the western provinces had risen above the sea, thus joining themselves to the Greenland continent. Lindsay and the limestones of its district were now inland instead of beneath the ocean, and the waves beat on a new coast somewhere in Ohio and New York State. Never again was Victoria County submerged, and, as a result, we have no coal beds and no fossils except those of the very earliest times. Districts, however, which were submerged in the Carboniferous epoch show wonderful vegetation. There were no flowering plants, but ferns were sixty feet in height, horse-tails were ninety feet, and clubmosses actually grew to be five feet in diameter and one hundred feet high. Some forms of fish and some insects were abundant, but the higher classes were still missing.

Two further epochs, each a million or so years in length, brought little change, but in the Jurassic Period huge reptiles ruled the world. In the lakes and seas swam the Plesiosaurs, ravenous, long-necked, forty-foot lizards with fins and a fishlike tail. On land waddled the monstrous Dinosaur, one hundred scaly feet in length. And the sky was darkened by hideous flying lizards. It was an age of nightmares, and its chimaerical forms of life would stagger belief were it not for the unanswerable fossil records laid bare in Wyoming and other parts of the Middle West. There is no doubt that these monsters roamed hungrily abroad in the fern forests of Omemee and Lorneville, but there erosion had its own way during the fifteen million years that came after, and swept away all traces of this early life which different conditions have preserved elsewhere.

In the next period, the Cretaceous, real sea-serpents, seventy-five feet long, swam along the ocean shore not far south of Ontario. The Eocene period, following that again, was marked by a complete disappearance of all the great reptiles. At this time Europe, America and Asia were all joined together.

The Great Limestone Cliff.

Later periods, the Oligocene, Miocene, and Phocene, saw North America gradually take on its present shape. During all these epochs, commencing in Carboniferous times, the forces of erosion had been busy in Ontario. Between the granite and the hard superimposed Black River limestones, and between the latter and the hard Trenton limestones, soft sandstones and shales had been laid down. As water, frost, and air carried out their slow work of destruction, these soft

rocks were eaten away more rapidly than the others and so created two broad plateaus of hard limestone, each faced on the north (eroded) edge by a precipitous cliff, ranging from 15 to 150 feet in height. These cliffs, known technically as 'cuestas,' are still quite distinct today, although obscured in places by later glacial drift.

The Black River cuesta has been noted by many geologists. It lies on the border between the limestone country and the granite country, and can be seen near Head Lake, in the Gull River valley above Cohoconk, in the Burnt River valley, and at many other points.

The Trenton cuesta is a contribution of my own to the study of Ontario physiography. (For technical discussion see my article in the Canadian Mining Journal, Vol XLII, No. 11, pp. 213-214.) It lies to the south of the Kawartha lakes, outside of the region of economic minerals, and it is doubtless for that reason that it had hitherto been overlooked.

It can be traced best by starting just at the left of the Grand Trunk Railway at Mackenzie's Crossing, four miles north of Lindsay. Here it appears on the Dark farm, crosses the Fenelon Township boundary and then turns west, paralleling McLaren's Creek as far as the 2nd Concession of Fenelon. The so-called "Fenelon Hill," north of Lindsay, is chiselled down the face of this cliff, which is some millions of years in age. On Concession II, Fenelon, McLaren's Creek passes out through a wide valley in the escarpment. The latter turns north here and is easily traced as far north as Lot 10, Concession III, where it strikes west till due north of Camhray village. Here great glacial deposits of sand and gravel obliterate it, but it is found again just west of Islay. From Lot 15, Concession I, Fenelon, it cuts across to Lot 7, Concession XI, Eldon, just west of the township boundary, where it shadows the Glenarm road quite prominently. Thence it runs north till a little past Glenarm, then bends around to the west as far as Lot 10, Concession VIII, Eldon, where the C.P.R. passes through it. On Lot 10, Concession VII, a creek, tributary to Balsam Lake, passes out through a swampy valley. The cliff next proceeds up the 7th of Eldon as far as Balsam Lake Station, where it forms a very bold bluff before turning on a southwestern stretch towards Argyle. At Argyle is another stream valley, but on Lot 11, Concession II, Eldon, the cuesta appears again and runs west into Ontario County on the 5th Concession of Thorah.

Every foot of this thirty-five miles of Trenton escarpment, west from the Scugog River to Ontario County, I have explored personally, on foot or by bicycle. East of the Scugog, I have not yet followed it up so carefully, but I have located it at several points as far east as Pigeon Lake, and have no doubt that it is practically continuous right across the county. The Scugog flows out through a wide valley, but the cliff reappears on the Brien farm, just north of "Tilly-town," and runs northeast behind Pleasant Point. It is steep here, but not precipitous. Following Sturgeon Lake for some distance, it turns down steeply west of Emily Lake, reappears to the east of Emily Creek, and, after circling north somewhat, runs down the west shore of Pigeon Lake. Here, on lot 18, Concession X, Emily, is the last

outcropping which I have mapped personally

Scugog River Once Flowed South.

In the Pliocene Period, all rivers in this part of the country ran south or southwest, passing through the escarpment, and the plateau which it borders, by wide, steep sided, rocky valleys None of the present local lakes were in existence Two small streams, which rose northeast of Fenelon Falls and near Bobcaygeon respectively, flowed southwards down the centre of the two modern arms of Sturgeon Lake and joined their waters two miles south of Sturgeon Point to form the Scugog River. The Scugog then proceeded south, a little to the west of its present course The business section of Lindsay was directly in the river bed The river reentered present water channels about the Scugog Lake shore boundary of Mariposa Township, and then flowed south, to the east of Scugog Island, and out by Myrtle on the C P R. The modern Scugog Lake was then not in existence

Another river, the modern Burnt River, had the same upper course as today, with its Gelert and Irondale branches There was no Cameron Lake, and the old river crossed its present bed from the northeast to the southwest corners Fenelon Falls was a low limestone ridge, over which no water passed, for the river flowed southwest through a great gap in the escarpment three miles north of Cambray village and on through Goose Lake on the Mariposa-Eldon-Fenelon boundary About four miles straight north of Oakwood it was joined by another river whose main stream was the Gull River flowing down through Coboconk This latter river was augmented in what is now the bed of Balsam Lake, by tributary streams from Northwest Bay and Corbeau Creek. It then flowed south, penetrating the great cliff by a steep gorge a mile and a half straight south of Glenarm The combined waters of the ancient Gull and Burnt Rivers proceeded southwest along the upper valley of Mariposa Brook and left the county near Manilla Junction

Still another river began in twin streams which rose in Head Lake and Deer Lake. Laxton Township, and flowed down the upper water-courses of Perch Creek and Talbot Creek respectively, then formed a junction near Kirkfield and passed to the southwest near Argyle and Lorneville

All these rivers were of very long duration and had worn wide, permanent channels through the hard limestone plateau, which sloped gently towards the south At many points the edges of their valleys are still discernible; and the ancient drainage system was mapped out by scientists nearly a score of years ago

Lindsay Under a Mile of Ice.

At the close of the Pliocene Period, about a million years ago, there came a time when the northern half of the continent, as far south as Ohio, was covered by an immense glacier The cause of this glaciation is sometimes ascribed to a diminution of carbon dioxide in the air and sometimes to a great periodic wobble in the earth's axis which, so they say, shifted the earth's zones for a time Whatever

mey have been to blame, Lindsay was crushed under an almost imperceptibly moving sheet of ice a mile in depth. Several of these Ice Ages followed one another with temperate periods in between.

The chief result of the glaciers was the smothering up of the older drainage systems. Clay, sand, gravel and boulders were scoured from off the land farther north and deposited over the countryside. Almost the whole aspect of this area today, apart from the limestone outcroppings already described, is the result of these glacial deposits. Typical sand and gravel ridges are found on Lot 10, Concession IX, Eldon, whence the Port McNicholl line drew ballast in construction days; on Lot 11, Concession II, Fenelon, two miles north of Cambray; on Lot 23, Concession VII, Fenelon, on the southwest shore of Cameron Lake, and at the Lindsay sandpits. Much more important was the formation of a great range of moraine hills running east and west a few miles from Lake Ontario. This range is nearly twenty miles across, from Mt. Horeb and Omeemee to Orono and Rossmount, and extends from Orangeville as far east as Trenton. It blocked the old river systems completely, and today all the drainage waters of Victoria, Haliburton and Peterboro counties must push far to the east until nearly north of Trenton, before they can slip past this great barrier. But some blockage took place farther north even than the Dunham hills. The river channels straight south past Glenarm and Cambray were choked up. The Gull River filled the broad shallow basin of Balsam Lake and slopped over at the lowest point, at Rosedale, into the next river basin. As this, too, had been blocked, the water spread out to form Cameron Lake until it spilled for the first time over the limestone ridge at Fenelon Falls into the next valley. Here again, the Scugog channel was so clogged up with glacial rubbish that the water had to form Sturgeon Lake and overflow across a limestone rim at Bobcaygeon. More than this, the valley of the Scugog was so filled in that a shallow puddle at its southern end, the present Scugog Lake, is actually eight feet above Sturgeon Lake, which lies in the higher levels of the old preglacial valley. It is just possible, however, that before the Bobcaygeon channel wore down to its present level the Scugog valley was flooded and the two lakes joined for a time.

Ancient Niagara River at Fenelon.

However, before the drainage system took on permanently its modern form, there intervened a short period when this region assumed considerable importance. It was just at the close of the last glacial epoch. A great barrier of ice, slowly melting northward, lay across the granite highlands from the Adirondacks to North Bay and Lake Superior. Lake Iroquois, larger than the Lake Ontario of today, occupied its present basin and much adjoining territory as well and had its outlet near Rome, New York. Lake Algonquin, a much larger lake still, took in most of the basins of Huron and Michigan and covered considerable more land to boot, for the pressure of the great ice sheet just to the north had pushed the surface of the earth hereabouts much lower than before or after. A broad bay of this lake ran down from the northwest into what is now Lake Simcoe. Another bay

ran east from near Rohallion This bay had a very irregular outline It formed narrows between Kirkfield and Victoria Road, then expanded into a larger Balsam Lake, and spread out into the Cameron Lake basin as well Deep embayments ran up all the old preglacial river channels to north and south Just south of Rosedale was an island two miles long As the shore of Lake Algonquin lay just east of Bolsover, Horseshoe Garden and Uphill, this Rohallion bay was thus about sixteen miles in length, terminating at Fenelon Falls

Through it, for a long time, passed all the waters of this upper lake system ,which at this period, emptied down through the Kawartha Lakes into Rice Lake, then a bay of Lake Iroquois. The first fall was at Fenelon, where this "Algonquin River," a mile in width, roared down thirty feet (instead of the present twenty-three) into Sturgeon Lake. The bared rock floor and undercut banks of this great river may still be traced in the neighborhood Sturgeon Lake was a little larger than at present, but very similar in shape At Pleasant Point the first slight rise on the road to Lindsay, just at the edge of the swamp behind the summer cottages, marks the older shore of the lake. Gravel beaches and bars have been located near all the shores of the present lake, in no case more than a mile from the water At Bobcaygeon came a second fall this time of only six feet, instead of the seven of today. The wide, strongly scoured rock-floored channel, grown up here and there with juniper, is even clearer here than at Fenelon Falls.

Even at this late period, some 30,000 years ago, the mammoth, a huge, woolly elephant with curved tusks ten feet long, trumpeted defiance through the subarctic spruce forests of Woodville and Coboconk, and herds of caribou ranged from Omemee to Kirkfield. Nor were human hunters lacking for such tremendous game; for along with their bones in the deep Iroquois beach deposits north of Toronto have been found the flint weapons of Indians

But change came gradually and inevitably. As the great ice barrier to the north melted away and removed its weight, this whole region tilted up towards the north, so that Fenelon Falls, which was formerly lower than Sarnia is now 260 feet above it As a result, Lake Algonquin was poured back to the present Georgian Bay shore line and found a new, lower outlet by way of St Clair, Erie, and the Niagara River

Strange, True Geological Wonders.

Men in these latter days seem to have lost their capacity for wonder The unseeing eye was probably never so common as in these times of supposed enlightenment Yet surely we can force a momentary thrill by remembering that Norland and Burnt River were once on the Pacific coast of a great Greenland continent, that the Scugog River once flowed south, that Lindsay was once buried under a mile of ice, and that the Niagara River of a former age foamed down through Fenelon Falls and Bobcaygeon

Chapter VIII.

Annals of the Red Man

Scattered broadcast over our countryside lie the evidences of an earlier civilization than our own. The removal of primeval forest by the pioneers of last century laid bare the bones and potsherds of a vanished race; and even yet the plough turns up their tools and weapons and furrows through earth that is blackened by the ashes of their village fires. A few of these traces belong to a people whose diminished descendants still linger on in fenced off corners of our land, but by far the greater number must be ascribed to times much more remote and to tribes of somewhat different culture. For the aboriginal folk now with us did not enter these hunting grounds until the second quarter of the eighteenth century, while most of the village sites in Victoria County are surmounted by huge pine stumps whose age pushes back the antiquity of occupation to the fifteenth and sixteenth centuries.

Who These Ancient Villagers Were.

In identifying these ancient tribes we are not altogether left to guesswork, for the journals of the first white explorers in America, coupled with the diligent researches of modern archaeologists, have rescued their identity and culture from the twilight of speculation.

In 1498, the Cabots explored the Atlantic coast of America from Newfoundland to Cape Hatteras. In 1535, the French navigator Jacques Cartier, first ascended the St. Lawrence basin as far west as Montreal. At this time the northeastern part of North America was peopled by two great races of Indians. The Algonquins were spread throughout Indiana, Illinois, Michigan, Wisconsin, all eastern Canada except Southern Ontario, and all down the Atlantic coast. These included the Blackfoot, Cheyenne, Arapaho, Cree, Shawnee and Ojibway tribes and half a hundred others. It was these Algonquins who made life perilous for the English and Dutch settlers along the eastern seaboard. Lying like an island in the midst of these Algonquin peoples, lay a second great race, inferior to them in numbers but superior in culture and social organization. This was the Iroquolen or Huron-Iroquois race, who occupied modern Ohio, Pennsylvania and New York, and that part of Ontario lying south of the granite highlands. This race included the Cherokees, Susquehannas, Eries, Neutrals, Tobacco Nation, Hurons, and the Iroquois Confederacy of Mohawks, Onnidas, Onondagas, Senecas and Cayugas.

The orthodox theory of modern archaeologists assigns to the whole Iroquolen race an original source in a limited area centred about the

month of the Ohio River. Here they evolved their typical civilization, dwelling in stockaded villages, tilling the soil, and developing an advanced societal organization. To the north, in central Ohio, lived the mysterious Mound-builders, whose monumental works still persist to mystify a later generation. Beyond the Mound-builders, lay a host of Algonquin tribes. About the 13th century the Iroquoians entered on one of those wholesale migrations which occur so often in the history of primitive man. The Mound-builders felt the first edge of their aggression, and were exterminated, except for a few who were absorbed or driven northward into Ontario. Their presence here is attested by the famous Otonabee serpent mound on the north shore of Rice Lake, and perhaps by two small mound graves on the south shore of Ghost Island, Balsam Lake. The stream of iroquoian migration now split up into two main currents. The Iroquois pushed eastward into the State of New York and settled there. The Hurons, the Tobacco Nation, and the Neutrals crossed into Ontario and drove out the Mound-builder refugees, and their Algonquin patrons. The Hurons, apparently pressed on down the St. Lawrence valley to Montreal, and here in 1535, Cartier found their villages and conferred with their chiefs.

This was the time at which Victoria County supported its largest Indian population. Between the sterile granite wilderness of Dalton and Longford on the north, and the morainic hills of Durham on the south, lay country well suited for a Huron civilization. The soil favored their slender crops. Lakes and rivers gave them fish, and convenient trade routes. The forests in all directions swarmed with game. Every natural factor invited occupation, and today some fifty-five Huron village sites have been located throughout the county.

Doubt is sometimes cast on the identity of these Huron tribes, and some recent writers refer to them as Algonquins. Their pottery, it seems, is not of the pure Huron type, but is rather a blending of Huron and Algonquin art. The ash-beds, too, seldom indicate the "long houses" popularly associated with Huron settlements. However, Champlain, who passed through the Kawartha Lakes in 1615 and found Victoria County deserted, was told by his Huron allies that they themselves had occupied this territory, and had only recently withdrawn to the district west of Lake Simcoe, in order to consolidate their position against their Iroquois enemies. This account is corroborated by the reports of the Jesuits who labored among the Hurons from 1633 to 1650. These creditable witnesses assert, in their Journal for 1639, that the Rock tribe and Deer tribe of the Hurons had, as late as 1590 and 1610 respectively, shifted west from Victoria County and amalgamated with the tribes in Simcoe County. This testimony, should certainly be final. The differences in pottery designs probably denote extensive intermarriage with Algonquin tribes to the north. This becomes doubly probable when we remember that the Indian women, and not the men, made all pottery. As for the shape of their buildings, it is a mistake to insist on "long houses" in Huron villages. The long house was the exception, found chiefly in large, compact towns, while the Jesuits testify that the typical Huron home was square, both the length and breadth being about thirty feet.

Camp Sites in Victoria County.

The diligent research work of Colonel George E. Laidlaw of Victoria Road has made it possible to set forth a list of fifty five of these Huron villages. The outstanding difference between these sites and some fifteen others of more recent times lies in the relative scarcity of flints (thus indicating an agricultural life), in the complete absence of iron weapons and other signs of contact with Europeans, and in the great age of the trees which overlay them when first cleared by modern pioneers. Many of these sites are now almost obliterated through long years of cultivation and are only distinguishable by the blackness of the soil in which their ashes are mingled.

The townships of Emily, Ops and Mariposa show no trace of Huron occupation. Whether this absence was actual or whether the present occupants of the soil have failed to report any camp sites to Colonel Laidlaw is uncertain.

For the rest of the county the record stands as follows:

VERULAM TOWNSHIP.—(1) Lot 6, Con. 5, R. Mitchell, owner. This is a large site and overlaps upon adjacent lots.

(2) East one-half Lot 26, con. 5, S. Pogue, owner.

FENELON TOWNSHIP.—(1) Lot 1, Con. 3, on low ground about 150 yards south of McLaren's Creek and half a mile west of the Fenelon Road, Messrs. D. Brown and Waldon owners.

(2) Lot 6, Con. 2, on a level bank on the north side of a spring. This is at Cambray village, about three miles from Site No. 1. Owner, Wm. Sinclair.

(3) North one-half Lot 9, Con. 1. A small village site on a point of land jutting west into Goose Lake. Owner, G. R. B. Coates.

(4) Lot 10, Con. 1, east of Goose Lake. Owner Thos. Douglass.

(5) Lot 12, Con. 1, on the top of a high bank nearly a mile northeast of Goose Lake. This was a large village and has furnished many relics. Owner, Neil Clarke.

(6) East part Lot 21, Con. 1, Alex. McKenzie, owner.

(7) East part southwest one-half Lot 22, Con. 1, D. P. McKenzie, owner.

(8) Lot 23, Con. 1, D. Brown, owner.

(9) West one-half Lot 23, Con. 2, Alex. Jamieson, owner. On this site occurs a strange semicircular embankment, twelve feet wide and two hundred and twenty feet long. The camp lay between this embankment and a small stream about eighty yards to the east. Pioneer legends state this earthwork was thrown up by French traders who came in from Beaverton and were wiped out here by Indian enemies. However, immense pine stumps are found on top of the embankment and definitely put its age back four centuries to a period antedating the discovery of America by Europeans. Its position, dominated by high sandy knolls to the west, even makes defence a dubious explanation for its construction. Another suggestion hints at its use in connection with game-drives, but for this its creation would be unnecessarily laborious. Perhaps it was built as a totem mound by descendants of the fugitive Mound-builders or by an Iroquoian tribe.

which had absorbed some of their customs.

(10) Birch Point, Balsam Lake, being broken front 25, Con. 3, Dugald Sinclair, owner.

(11) Perrington's, Long Point, Balsam Lake, on a hill between West Bay and South Bay.

(12) West part Lot 25, Con. 4, Archibald McArthur, owner.

(13) Lots 14 and 15, Con. 6.

(14) Strowd's, Lot 18, Con. 6.

(15) Lot 23, Con. 6. Small camp on knoll. Owner, W. F. Smitheram.

(16) Lot 10, Con. 10. Sturgeon Point, on rising ground a few yards west of the township line.

ELDON TOWNSHIP.—(1) Lot 12, Con. 10, W. Thornbury, owner. Five miles north of Goose Lake.

(2) East half Lot 20, Con. 6, D. McArthur, owner.

(3) Lot 22, Con. 8. Large site on high north bank of Grass River. Owner, Mr. Truman.

(4) Lot 23, Con. 3, W. J. Stanley, owner. A very compact site at the north foot of Logan's Hill and just south of Butternut Creek.

(5) Lot 41, South Portage Road. Owner, Mr. Brace.

(6) Lots 44 and 45, South Portage Road. Semicircular site on high ground on the south side of the range of hills that lies to the south and east of Kirkfield. Owner, Mr. Macdonald.

(7) South end Lot 59, South Portage Road. A mile south of Orses River, on the north side of a hill. Owner, Wm. Fry.

(8) Lot 54, North Portage Road. Moses Mitchell, owner. Site on a point on the south shore of Mitchell's Lake.

(9) North end Lot 56, North Portage Road. Small fishing camp near former exit of Gross River from Mitchell's Lake.

BEXLEY TOWNSHIP.—(1) Lot 1, North Portage Road, Rummerfield Hill.

(2) Heaslip's Point, Lot 2, Northwest Bay, Balsam Lake.

(3) Head of Portage, Balsam Lake, Block E.

(4) Barrack's, Block E, Balsam Lake.

(5) West side of Indian Point, Balsam Lake, about three-quarters of a mile from the end. Owner, J. H. Carnegie.

(6) West one-half Lots 5 and 6, Con. 2. Mr. Benson, owner.

(7) Lot 11, Con. 2, H. Southern, owner. Site on crest of small tongue of land running into a swamp.

(8) Lot 9, Con. 3. McKague, owner. Site on bend of Perch Creek.

(9) Lot 5, Con. 5, Corbett's Hill. Large village strategically placed commanding the divide between Raven Lake and Balsam Lake.

(10) Smith's, Lot 18, Quill River Range.

SOMERVILLE TOWNSHIP.—(1) Lots 55 and 57, Front Range, G. Rumney, owner. Site on rising ground half a mile east of Big Mud Turtle Lake.

(2) Lot 50, Front Range, a quarter of a mile from the previous site but on the opposite side of a valley. Owner, Mr. Wallace.

(3) Lots 69, 70 and 71, Front Range, Edward Lee, owner. On a flat 200-yard ledge, fifty feet above the east shore of Big Mud Turtle

Lake.

LAXTON TOWNSHIP —(1) East half Lots 8 and 9 ,Con 9, on the south side of Beech Lake

(2) Lots 11 and 12, Con 8 Mrs Staples and G Winterbourn, owners This village is about 400 yards from the northern edge of the limestone territory, which ends here in an abrupt escarpment

(3) Lot 12, Con 7, David Hilton, owner This site is about 240 rods northwest of the previous one, and 50 rods east of Head Lake The same locality was occupied for a second time at a comparatively recent date All three of the Laxton sites are on the portage trail from Gull River to Head Lake.

DIGBY TOWNSHIP—Lot 25, Con 8, F Reid, owner. This is on the Head River two miles below Head Lake and is on the same canoe route as the Laxton villages

CARDEN TOWNSHIP—(1) Lot 6, Con 10, Patrick Duggan, owner On high gravelly hill

(2) Lot 4, Con 5, F Whalen, owner

(3) Lot 18, Con 4, John Chrysler, owner This village covered five or six acres in a valley on the east side of Lower Mud Lake.

4 Lot 21, Con 4, close to Lower Mud Lake Owner, Mr Boyle

Thorough search by Col Laidlaw has failed to reveal any village sites in the granitic regions of Digby, Dalton and Longford Villages on Lot 2, Con 11, and Lot 1, Con 13, Mara Township, are within a mile or two of Lower Mud Lake and were probably closely related to sites Nos 3 and 4 in Carden

In addition to the numerous settlements just detailed, there have been listed some forty-eight different localities throughout Victoria County in which Indian relics have been found but in which no ash-beds, the only sure proof of a camp-site, have been located

It is instructive to note that nearly all these villages were built at some distance from the main lakes and watercourses. The Huron civilization was based on agriculture and was drawn inland by the more favorable soil found there The menace of roving enemies always overshadowed them, and to rear a conspicuous or unsheltered camp was to court destruction For this reason, too, their homes were hidden up some wooded glen, and fenced about with a natural barrier of marsh or hill Only an occasional fishing hamlet ventured out upon the shore It was an age of chronic insecurity Eternal vigilance was the price of existence Any hour of the day or night might bring the onslaught of a legion of screaming devils

Strange Works and Stranger Ways.

The life of these tribes, their homes food, clothes tools and weapons, their domestic customs, their manner of marriage, warfare, and burial, are all strange to the conceptions of our time. Luckily the Jesuits, who lived among the Hurons at a slightly later period, have given us a full and graphic account of their works and ways, an account whose completeness and reliability render almost superfluous the abundant corroboration of modern archaeological research

The typical Huron house consisted of a scaffolding of saplings,

about thirty feet in length, breadth and height, and covered over with sheets of bark. Doors opened at opposite ends, and on entering one saw a single room with broad shelves four feet from the ground, running along the wall on either hand, as in a large sleeping car. Fires were built on the earthen floor down the centre of the room, and the smoke filtered out through a hole in the roof. At night such a Huron lodge would be like a glimpse of hell, a chaos of fire and smoke, with dark, naked bodies strewn around amid a bedlam of shrieking children and snarling dogs. In some of the larger villages, a house was sometimes extended to many times its normal length and here the infernal confusion was even worse confounded. From twenty to one hundred families would be mingled together in a welter of noisy lawlessness, in which privacy, restraint and decency were inconceivable.

Their staple food was Indian corn, without salt, prepared in a variety of unpleasant forms. Dog-flesh was highly prized and easily obtained, while the more elusive venison and bear-meat were reserved for times of special feasting. Human flesh was also devoured whenever they were fortunate enough to capture some of their enemies. There was always a prelude of torture, after which the bodies were divided and boiled in kettles. On a single occasion in 1639, one hundred Iroquois prisoners were added to the Huron dietary. The Jesuit missionaries at St. Joseph, twelve miles west of Orillia, were repeatedly urged to join in the feast and their hosts even threw a cooked portion in through their chapel door.

Agriculture was the foundation of the Huron system of society, yet their methods were very primitive. The land was cleared by alternate burnings and choppings around the base of each individual tree. The charred stumps were left in place and the squaws scratched the ground between them with hoes of wood and bone. The crop consisted of corn, beans, pumpkins, tobacco, hemp and sunflowers. The sunflowers were used only for the purpose of securing hair-oil from their seeds. This hair-oil constituted the complete summer costume of one of the Grey County tribes.

The general dress of the Hurons was, however, more adequate, and was formed of skins, cured with smoke. The men in summer retrenched to moccasins and a breech-clout, but the women were commanded by the Jesuits for the modesty of their attire. Girls at dances were the only notorious exception. In winter, the warriors donned tunics and leggings of skin, and on occasions of ceremony wrapped themselves in robes of beaver or otter fur embroidered with porcupine quills.

Huron women lived most unlovely lives. A youth of wantonness passed quickly into an old age of drudgery. Romantic love and courtship, occasionally ascribed to these people by irresponsible sentimentalists in our own day, were smothered out in the hot, dissolute shamelessness of the crowded lodge. Marriage was usually temporary and experimental, and consisted in a girl's acceptance of a gift of wampum. Divorce could be secured at the whim of either party, and as the gifts were never returned, attractive and enterprising girls often amassed a great store of wampum. Before passing final judgment

on such customs, we would do well to remember that equal licentiousness exists in the modern State of California, where the nominally civilized white population have long recorded two divorces to every five marriages.

Once a mother and established as a permanent wife, the Huron woman became a household drudge, sowing maize, tilling the charred earth, harvesting, collecting firewood, smoking fish, curing skins, and making clothing. All pottery was of her manufacture. For this, she would take suitable clay, and knead it thoroughly with her hands and feet, adding betimes some such tempering material as pulverized shells, quartz, or mica. The resultant paste would then be rolled out into long snakelike strips and these carefully coiled up into the form of a pot. As the vessel took shape it was continually smoothed and fashioned inside and out by the bare hand moistened with water. The finished product was a globular urn with a constricted neck and a decorated collar. For its final hardening it was dried and then baked in coals from the fire.

The men's manufactures included their homes, their tools and weapons of flint, their pipes, and their birch bark canoes. The fashioning of flint was a quick and simple process. The fragments of stone were first secured by lighting a fire on the bedrock and then throwing cold water on the heated surface. Then from the hollow shaft of a goose-quill would be formed an instrument like a medicine-dropper or a fountain-pen filler, and to its upper end was lashed an animal's bladder filled with cold water. The prospective tomahawk or spearhead was next heated in the fire and held between two sticks while the flint-worker touched it here and there with the cold, moist quill-tip and splintered off the flakes of rock with great skill and greater rapidity. Some writers have in the past claimed that the cold flint was shaped with a small chisel of bone, but Indians themselves have assured me that the "heat and water method" was the only genuine, as well as the only practicable system in existence. Five flint workshops have been located in Victoria County, as follows:—(1) On the southwest corner of Ghost Island, Balsam Lake. (2) On Lot 5, South Portage Road, Bexley, on a flat bank near Grass River. (3) On Block C, Bexley, on the shore of Balsam Lake near the Trent Canal entrance. (4) On the west and south shores of Bobcaygeon Island. (5) On Lot 9, Con. 1, Fenelon.

Another product of masculine ingenuity was the wampum. This was a mysterious fabric of white and purple beads made from the inner parts of certain sea-shells from the Gulf of Mexico. Wampum was used for necklaces, collars and bracelets by girls at dances. It also served as currency, and for the confirmation of treaties. The tribal records were likewise kept in strings of wampum, and in such cases beads of different colors and sizes were taken to represent certain syllables thus making the wampum the equivalent of a written language. Certain men in each tribe were trained to an understanding of this mnemonic system and even today a few individuals remain who can "read the wampums."

In summer and autumn the men would engage in their more serious employment, fishing from their birch canoes with bone hooks or

hempen nets, hunting for deer, trading wampum and corn for the fish and furs of their nomad Algonquin neighbors on the north, or risking their lives on some far-off foray into the territory of their enemies. But before the New Year all would be gathered in their villages for the winter season of Idleness Gambling, smoking, feasting and dancing now took up their time. Their gambling was a primitive "crap" game played with plum-stones or wooden lozenges or even with discs of pottery. No limits existed in their reckless betting, and a man often staked and lost his weapons his clothes and his wife. Feasting was entered upon almost as desperately and a Huron host would frequently sink all his substance in providing one superlative banquet to the entire village.

One of the most remarkable customs of the Hurons was their Feast of the Dead, held every twelve years. As individuals died from time to time, their bodies were either buried in the earth in a crouching posture or strapped on a scaffold in a tree. These obsequies were however, only temporary, and at intervals of twelve years all the corpses of the tribe were brought together and buried in one large, circular pit. The Jesuit Fathers were eye-witnesses of one of these ghastly celebrations and have left us their report. Each village first exhumed its dead and carefully scraped the bones of all except the most recent corpses. These hideous relics were then suspended from the rafters of homes while mourners held a funeral feast beneath them. They then set out for the central burying-place of the tribe, marching along the forest-paths with their carrion and bundles of bones on their shoulders. When all the villages had assembled funeral games were held and orations made by the chiefs. Then all complete corpses were carefully ranged around the bottom of the pit and the loose bones thrown in pell-mell on top amid indescribable clamor and lamentation. Finally logs, earth and stones were thrown on top and the unearthly shrieking subsided into a despairing chant.

Four of these ossuaries have been located within a sixteen-mile radius of Lindsay, as follows:—(1) On the west half of Lot 10, Concession 1, Fenelon, on the top of a sandy hill about a quarter of a mile east of Goose Lake. This was first opened in the seventies by the late Dr. Hart of Cannington, the late A. B. Coates, of Cambray, and his son, Mr. G. R. B. Coates. (2) On Lot 28, Concession 8, Verulam, owned by Mr. R. C. Devitt. This pit, however, is likely to contain the Indians slain in battle in comparatively recent times, for iron tomahawks were found in it and tradition tells of a nearby conflict in Mississaga times. (3) On Lot 3, Concession 11, Manvers, two miles from Scugog Lake in a line due east from Washburn's Island. This lot is on Mr. Thos. Syer's farm. The ossuary was opened about thirty years ago and contained several hundred skeletons. (4) Five miles east of the Syer ossuary, on Lot 18, Concession 8, Manvers, owned by Mr. R. Fallis. This burial-pit is on a high, gravelly hill and was grown over with trees from three to four centuries in age. It was first investigated in the early 'forties by Mr. Thos. Graham and Mr. Peter Preston. General Sir Sam Hughes also excavated here in 1871. The contents of the pit were estimated at one thousand skeletons. Both this ossuary and the one on the Syer farm are indubitable specimens

of the Huron period

Such were the customs and manners of the Hurons when the French first found them in Simcoe County in 1615, and such, undoubtedly, had been the customs and manners of those living in Victoria County a few years before

But Victoria was soon to be depopulated The Iroquois Confederacy in New York State was developing such societal concentration and warlike ferocity as to menace the existence of all its neighbors in 1595, according to Lescarbot, a war-party of Iroquois wiped away all tribes from the St Lawrence Valley This great danger doubtless forced the retirement of the Rock and Deer Hurons to the west of Lake Simcoe, as well as the development there of the large palisaded towns so common in Simcoe County but apparently so rare in the more peaceful era when Victoria County was occupied

The First White Man in Victoria.

The first white man in Victoria county was a Frenchman. In 1615 Samuel de Champlain the great explorer, went up the Ottawa River by canoe with two French companions and ten Huron Indians. He crossed through Lake Nipissing, skirted the east shore of Georgian Bay, and finally reached the Huron country in the County of Simcoe. Here he undertook to join a party of 2500 warriors on an expedition into the heart of the Iroquois country The flotilla of war canoes left the shores of Lake Couchiching on September 10, 1615. Champlain in his Journal, makes brief mention of the territory through which they passed:

"We continued our journey toward the enemy and went some five or six leagues through these lakes (Couchiching and Simcoe) Then the savages carried their canoes about ten leagues by land and we came to another lake, six to seven leagues in length, and three in breadth From this lake flows a river (the Trent system) which discharges into the great lake of the Entouhonorons (Ontario) After traversing this lake, we passed a fall and continuing on our course down this river for about sixty-four leagues, entered the lake of the Entouhonorons On our way we portaged around five falls, in some cases for four or five leagues We also passed through several large lakes on the river system The river itself is large and abounds in good fish All the region is certainly very fine and pleasant Along the banks it seems as if the trees had been set out for ornament in most places, and it seems that all these tracts were in former times inhabited by the savages, who were subsequently compelled to abandon them from fear of their enemies"

In spite of the vagueness of this description and Champlain's notorious errors in estimating distances, we should have little difficulty in tracing his course across this county. He would skirt the east shore of Lake Simcoe as far as the Talbot River and here, on the south bank, on Lot 12, Concession 9, Thorah Township, step ashore at a spot still known traditionally as "Champlain's Landing." He would cross by the ancient trail, now Portage Road, to Balsam Lake Before dams and locks were built at Rosedale there was little difference in level

between Balsam and Cameron lakes, and Champlain would probably get the impression that they were one long body of water,—hence the dimensions which he gives. He could not, however, fail to notice Fenelon Falls then not the meek, domesticated sluice-way of today, but a virgin cataract, eighty feet wide, foaming down twenty-three feet into a rocky gorge, and we are not surprised to find it mentioned in his narrative. Further details of his trip must be left to speculation. We do know that for centuries the Indians portaged direct from Bridgenorth on Chemong Lake to Peterboro a distance of six miles, thus saving a fifty-mile detour through Deer Bay and Clear Lake, and a spot on the high sandy shore near Bridgenorth is known traditionally as "Champlain's Rest."

The great Frenchman passed back through this territory once again. The expedition against the Iroquois was a failure, Champlain himself was wounded, his Huron allies refused to lend him a canoe in which to descend the St. Lawrence to Quebec, and he was compelled to pass the winter with them. The return trip to Simcoe County was a trying ordeal. The war party waited on a lake north of Kingston till December the 4th, when the lakes froze solid, and then started for home on snowshoes. Mid-December saw Champlain and his twenty-five hundred warriors swarming in a dark rabble across the snowy surface of Sturgeon, Cameron and Balsam Lakes. They reached their goal two days before Christmas. Some authorities have supposed that the long temporary camp of the party was at Bridgenorth, but there is nothing in Champlain's narrative to suggest this. Besides, Bridgenorth is less than eighty miles from the Huron country by the most circuitous route, and it is hardly conceivable that the picked men of the nation, eager to reach the warmth and comfort of their villages, would take nineteen days (at a speed of four miles a day) to cover this distance on snowshoes.

The Downfall of the Hurons

The warfare between the Iroquois and the Hurons, in which Champlain's expedition of 1615 was only an incident, came to a sudden end in the middle of the century. In 1649, while Charles the First was being executed in England, the Iroquois determined to close in on Simcoe County with their entire force. The chief Huron towns were stormed. The inhabitants were butchered or taken captive. Three of the Jesuit Fathers, Daniel, Brebeuf and Lalemont, suffered martyrdom. A remnant of the doomed nation fled for the winter to Islands in Georgian Bay, there to waste away with starvation. With the return of the Iroquois in the spring of 1650 a little handful of Hurons paddled with the surviving Jesuits by the Ottawa route to Quebec. Others fled far to the north and west of Lake Huron. Today their only representatives are a few hundred half-breeds in Oklahoma and at Lorette, near Quebec. The Iroquois campaigns of 1649-50 practically exterminated the Huron race.

For nearly a century the Iroquois roamed unhindered over the deserted country of the Hurons. They planted villages on the shores of Rice Lake and the Otonabee River and tilled the soil there. There

is a tradition of a Mokawk camp in Oak Orchard, Sturgeon Point but its authenticity is uncertain, and the relics found there may belong to the earlier, Huron period

The Coming of the Mississagas.

Retribution, though long delayed overtook the Iroqnois at last The avengers of the Huron nation were the Mississagas, an Algonquin tribe from near Sault Ste Marie, who trace their lineage back to the Shawnees of Kentucky Early in the 18th century hunting parties of the Mississagas started drifting down over central and western Ontario Here they were set upon and massacred by the Iroquois The outcome was a Mississaga council of war in 1740 and the launching of a great punitive expedition against the enemy The story of that grand foray, as handed down in Mississaga tradition, makes stirring reading The conflict opened with the annihilation of a Mohawk force on the "Island of Skulls" in Georgian Bay In Victoria County the troquois resistance stiffened, and eight swift, bloody battles had to be won before the Mississagas could slash their way through to the east Near Cohoconk, on Lots 18 and 19, Gull River Range, one may still see the pits from which beleaguered Mohawks fought to the death Another party was wiped out on a small island off Indian Point, Balsam Lake, and just west of the modern steamboat channel A band of Iroquois were ambushed in the valley of Goose Lake, north of Camhray and slaughtered there Other parties clashed at Sturgeon Point and Ball Point, and some, who retreated up the Scugog past Lindsay made their last stand at Caesarea, on the east shore of Scugog Lake and at Washhure's Island At the letter place the warriors fought in the shallows up to their waists in water, and for long years afterwards the waves kept washing human bones up on the beach Still another party was cut down on Lot 28, Concession 7, Verulam, about five miles north-northwest of Bobcaygeon Then the exultant Mississagas swarmed eastward down the Trent system

But the warlike Iroquois were not yet wholly discomfited They borongh, and then fell back on their Rice Lake encampments. Here, from the mouth of the Otonabee six miles east to Roach's Point ensued one of the hitterest and most sanguinary struggles in the history of Indian warfare It was no surprise attack but a pitched battle fought hy checked the Mississaga rush for a moment at Cemetery Point, Peterland and hy water and contested every foot of the way with amazing ferocity and determination Over a thousand Iroquois had died fighting, before their party broke and fled There was a brief rally at Cameron's Point near the foot of the lake ,hut the struggle was really over, and the Mohawks were soon in full retreat towards Lake Ontario, with the Mississagas in pursuit Nor was this the end of this stirring campaign, for the Mississaga expedition actually crossed into New York State, besieged the Iroquois in their villages there, and enforced a treaty by which the Mississagas were admitted as an additional tribe in the Iroquois Confederacy

The Days of Mississaga Settlement.

A general migration from their northern home into the land that

cleared of Mohawks, was the immediate result of this season of Mississaga warfare. From 1746 to 1750 they fought with the Iroquois against the French, but suffered reverses and withdrew from the Confederacy. However, they continued to occupy Southern Ontario. Victoria County, for the first time in 150 years, was again dotted with villages, though not as thickly as in Huron times.

Fifteen of these Mississaga villages in or adjacent to the County have been listed as follows:—(1) West half lots 8 and 9, Concession 6, Ops, near Stony Creek (or East Cross Creek). Owner, Mr. Carlin.

(2) Lot 10, Con. 3, Ops, at the mouth of West Cross Creek. Owner, Jas. Roach.

(3) On the shore of Scugog Lake, just south of Port Perry.

(4) On Lot 5, Con. 11, Verulam, Mr. M. Killaby, owner. This is a sandy site about fifty rods from Pigeon Lake.

(5) At Pleasant Point, Sturgeon Lake.

(6) On the site of the Presbyterian manse, Camhray village.

(7) On the west part of Lot 26, Con. 4, Fenelon. Mr. Archibald McArthur, owner. This village was on a terrace touching the shore of South Bay, Balsam Lake.

(8) Lot 29, Con. 3, Fenelon, on east shore of Long Point, just across South Bay from the previous site. Owner, Mr. F. Staples.

(9) Lot 21, Con. 9, Eldon, Donald Fraser, owner.

(10) Southeast corner, Indian Point, Balsam Lake. Owner, Mr. J. H. Carnegie.

(11) Lots 19 and 20, Gull River Range, Bexley, near Cohoconk. Owner, Mr. J. Moore.

(12) Lot 24, Con. 2, Somerville. J. Ead, owner.

(13) East half Lot 1, Con. 8, Laxton. Wm. Campbell, owner. This is on a flat on the south shore of Deer Lake.

(14) Lot 12, Con. 7, Laxton. David Hilton, owner.

(15) Lot 18, Con. 4, Carden. J. Chrysler, owner. This is on the east side of Lower Mud Lake.

The Mississagas were a tall race, characterized by fine physique and a heavy, prominent nose. They probably equalled the Iroquois in bravery and strength but lacked their solidity of character and capacity for organization. Their prowess in war needs no vindication, but they never established a strong, concentrated civilization after the manner of the Iroquois and the Hurons. They depended far more on hunting and fishing than on agriculture, and so lived in small, scattered groups throughout their domain. Their homes were not the rectangular bark lodges of Iroquoian peoples, but round wigwams built by planting poles in a circle, tying their tops together, and fastening birch bark or grass mats around the outside as walls.

From this period dates a "deer fence," which was found, in pioneer days, running east from Goose Lake, near Camhray, to Sturgeon Lake, five miles away. This fence was made by felling trees in a long row and piling brush along them. Gaps were left at intervals, and here hunters would take their places while hunters drove the deer along the fence. The frightened animals would pass through the gaps and there be shot down at a point blank range that made arrows fatal.

From this era, too, dates the legend of Manita, in the version told

me by Johnston Paudash, son of the Mississaga Chief at the Nanabazhoo Reserve, Rice Lake, Manita or Nomena ("light of love") was the daughter of a great Mississaga chief who lived at Pleasant Point, Sturgeon Lake. Ogemah, an Iroquois chief, paddled alone from his own country to ask for her in marriage but was murdered by a jealous Mississaga brave. About 1886 a poem on this theme was published in Lindsay by the late Mr. William McDonnell. This poem is a pretty little idyll, but as a portrayal of Indian psychology it is hopelessly sentimental and therefore unbelievable. It also substitutes Huron for Mississaga, Sturgeon Point for Pleasant Point and brings Ogemah on the stage by way of Lindsay, the wrong direction entirely.

Mr. Paudash also assured me that the war paint used by Indians was for the purpose of camouflage in the forest. This device would therefore antedate the Great War by several centuries. The Indians also had a system of signalling with the arms, much like the 'semaphore' system, but each position of the arms represented a syllable and not a letter. They also signalled by passing a deerskin in front of a fire-light in a fashion that foreshadowed the heliograph.

The Surrender of the Soil.

In 1763, by the Peace of Paris, France relinquished to England all claim on Canada. In the same year, the English issued a proclamation conceding to the Indians the right of occupancy upon their old hunting-grounds and their claim to compensation for its surrender.

In accordance with this policy, the English government treated for and obtained in 1764 a formal cession of the tier of townships now fronting on Lake Ontario from Toronto east to Trenton. This satisfied the land-hunger of Anglo-Saxon colonists for more than three decades, but its area was not permanently adequate. At last on November 5, 1818, the chiefs of the six Mississaga tribes, Buckquaquet of the Eagles, Pishikinse of the Reindeers, Paudash of the Cranes, Cahgahkishinse of the Pike, Cahgagewin of the Snakes, and Pininse of the White Oaks, were summoned to Port Hope. There they sold to the Crown a great block of land comprising the modern counties of Peterborough and Victoria, and twenty-eight adjoining townships or parts of townships in Hastings, Northumberland, Durham, Ontario, Muskoka and Haliburton. For this tract, comprising well over two million acres, the purchase price was set at £740 in goods to be delivered yearly forever to the Mississaga tribes of the district. After this contract had been signed, however, the Deputy Superintendent General of Indian Affairs added a strange postscript announcing that the government proposed to issue only ten dollars in goods annually to each man, woman and child alive at the time of the sale. This payment would cease with their death, and individuals born after November 5, 1818, would receive nothing. Thus by a stroke of chicanery, fifty-seven Ontario townships passed to the white man for a brief dole of merchandise. (See "Indian Treaties and Surrenders," Vol. I, page 49, published by the King's Printer, Ottawa.)

The history of the Mississagas since contact with the white men has been a slow tragedy. Originally numbering several thousands, they were so debauched by the white men's whiskey and so ravaged by the white man's diseases that only a few hundred were left by the second quarter of last century. They presented a constant problem to the government, for their unprofitable occupation of good land aroused much covetousness, while their frank and trustful natures made them an easy prey to a swarm of swindlers. Certain small reservations of land were at last bought or set aside for them by the Crown. Here they still live. They have adopted the Christian religion and a measure of Anglo-Saxon civilization, but their old traditions and instincts die hard. In 1911, the Mississagas totalled 831, and were located in reserves on Rice Lake, Mud Lake, Scugog Lake and the Credit River. Victoria County, once part of their wild domain, has passed almost completely into other hands.

Chapter IX.

Kawartha Navigation

Extending across Central Southern Ontario from the Bay of Quinte to Georgian Bay is a chain of lakes and rivers by which the Indian aborigines had from time immemorial transnavigated the province Where this great canoe route crosses Victoria County its waters are known as the Kawartha lake system

The history of navigation on this system is as old as human occupation While the Indians, however, were able to portage their craft over watersheds and around falls and rapids, the heavier draught boats gradually developed by white men made necessary a system of locks and canals The record of navigation on the Kawartha lakes is therefore, bound up intimately with the canalization of the water route The canal system, known today as the Trent Valley Canal, has been under construction for 38 years, and is not yet finished

The first suggestion that such work be undertaken was made in 1827, when a petition signed by a Mr Stewart and others, was presented to the Legislature of Upper Canada A committee was appointed by the Lower House to consider the proposal and reported that it was "exceedingly desirable and important that those waters which constitute the chain of lakes and rivers which run in a southeasterly direction from Lake Simcoe and which empty into the Bay of Quinte by the River Trent should be examined and surveyed by competent persons with a view to ascertaining how far they might be rendered navigable and the probable cost attending same"

Nothing was done, however, until February 1833 An Act was then passed appointing Commissioners to receive plans and execute works necessary to the improvement of inland waters of the Newcastle District, commencing at the mouth of the Otonabee, which discharges into Rice Lake, and extending to Lake Scugog ' For this purpose the Commissioners were authorized to raise £2000 ($8000) on the security of tolls

The Commission at once proceeded to let a contract to Messrs Pearse, Dumbie and Hoar for a short canal and lock at Bobcaygeon The lock was to be of wood, 119 1-2 feet long by 28 feet wide, with 7 1-4 feet of water on the sills at high water and 4 3-4 feet at low water The canal was to be 973 feet long This unit was to connect the navigation of Chemong, Buckhorn, and Pigeon lakes with Sturgeon Lake and the Scugog River as far up as Purdy's Mills now Lindsay

The work at Bobcaygeon was begun in 1833 and completed in 1836. The contract price was £1800, and the contractors did extra work to the value of £84. From the Commissioners, however, they actually received only £918, because of pecuniary embarrassment which had overtaken one of the Commissioners, who had been entrusted by the rest with making disbursements. In the end, the Legislature had to make good a balance of £766.

A Season of Surveys.

Meanwhile several general surveys were under way. It seems understood that the small wooden lock at Bobcaygeon was only a temporary expedient and that the government was planning works on a larger scale, with stone locks, extending from the Bay of Quinte to Georgian Bay.

In 1833 the Lieutenant-Governor instructed Mr. N. H. Baird to survey the section from the mouth of the Trent to Rice Lake and to estimate the cost of making it navigable for vessels drawing five feet of water. All locks were to be 134 feet long by 33 feet wide. Mr. Baird reported that in the 61 miles from Trenton to Rice Lake there were five main impediments to navigation:—(1) at Nine-mile Rapids, (2) at Chisholm's Rapids, (3) at the rapids between Percy Landing and Crow Bay, (4) at Healey's Falls, and (5) at Crook's Rapids. To eliminate these obstacles he prescribed 37 stone locks, 18 dams, and 4 3/4 miles of side-cuts, all at an estimated cost of £232,447 8s. 1 1-2d.

In 1834 a charter was granted to a private company to build a canal from Port Hope on Lake Ontario, to Rice Lake. The authorized capital of the company was £50,000. Surveys were made. The distance of the only feasible route, from Orton's Creek, Rice Lake, to the pier at Port Hope, following the curves of the ravines, was 14 miles. The estimates of the engineer, Robert A. Mainy, M.L.C., M.S., on a canal 22 feet wide and 4 feet in depth, with locks 70 feet by 14 feet, was £101,426. 6s. 6d. Of this sum, £60,000 was to cover unexpected excavation on the summit ridge near Rice Lake. The company did nothing within the seven-year limit set by the government and the charter lapsed in 1841.

In April 1835, Sir John Colborne, then Lieutenant-Governor, instructed N. H. Baird to survey the second section of the main trans-provincial canal, from Rice Lake to Lake Simcoe. His report divided this unit into five sub-sections, as follows:—(1) Rice Lake to Peterborough, 21 miles with a rise of 4 1-2 feet, requiring 2 dams and 1 lock; (2) Peterborough to Clear Lake, 14 miles, with a rise of 147 1-2 feet, requiring 6 dams and 14 locks; (3) Clear Lake to Bobcaygeon, 31 miles, with a rise of 38 1-3 feet, requiring 2 dams and 5 locks; (4) Bobcaygeon to Balsam Lake, 26 miles, with a rise of 34 feet, requiring 3 dams and 5 locks, and (5) Balsam Lake to Lake Simcoe, 16 1-2 miles, with a fall of 118 1-2 feet, requiring 12 locks. The distance of the whole section from Rice Lake to Lake Sim-

coe was thus approximately 110 miles. The estimated cost of construction, including standard stone locks, 134 feet by 33 feet, was £282,067, 18s 4d, Halifax currency, or $1,048,271.27.

In, 1837 still another survey was undertaken. It had been suggested that a much shorter route than that already mapped out might be had by running a canal from Lake Simcoe to Scugog Lake and from Scugog Lake south to Lake Ontario. A civil engineer named Killaby was instructed to examine the physiography of the region. He ran a line from Port Darlington on Lake Ontario up Barber's Creek past Bowmanville and north to Scugog Lake and found that the summit of the moraine ridge which intervenes between the two bodies of water was at its lowest point 250 feet above Scugog Lake. Lack of water on these higher levels made the use of locks impracticable and wholesale excavation, rivalling the Culabre Cut, was considered out of the question. This route was therefore abandoned.

No farther surveys were made for some time for the new administration which took over after the Act of Union of 1841 abandoned the trans-Ontario scheme and dismissed all thought of examining the section from Lake Simcoe to Georgian Bay.

Further Construction in the Thirties.

Considerable construction had, however, been prosecuted in the meantime. In 1836 the Legislature had divided the canal, so far as surveyed, into two sections: the Trent Division, from Trenton to Healey's Falls and an Inland Division, from Healey's Falls to Scugog Lake. Two Boards of Commissioners were appointed, one for each division, and work was begun in 1837 with N. H. Baird as supervising engineer. £16,000 was voted to the Inland Division.

Work was done at Healey's Falls, Crook's Rapids, Whitlaw's Rapids, Buckhorn, Bobcaygeon, and Purdy's Mills.

At Bobcaygeon it was found that the original designs were so defective that the bottom of the wooden lock was dry at low water. Repairs were therefore made, an embankment built near by, and a dam constructed at Buckhorn Lake, all at a cost of £3500.

At Purdy's Mills, now Lindsey, a wooden dam and a lock, 134 feet by 33 feet by 5 feet were to be built. In 1837-38, the site of the lock was excavated to a depth of seven feet and coffer dams were made around the excavation. Lumber for dam and lock was prepared and delivered on the ground. The lock was partly framed. By 1839 some £1200 had been spent, but £1300 more was needed to complete the undertaking. Funds were not forthcoming from the Commissioners and the contractors abandoned the works, leaving the materials to waste and rot for five years before anything further was done.

Prior to February 1841 the total expenditure on both divisions of the canal amounted to only £44,398 or $177,592.00.

Progress Under Board of Works.

On the union of the provinces in 1841, the canal system was

placed under a Board of Works, which was the fore-runner of the later federal Department of Public Works. The chairman of this Board recommended the abandonment of the original trans-Ontario scheme on the ground that the route was too shallow and circuitous and that the cost, estimated at $3,000,000, was prohibitive. He further recommended that the locks already started be finished and that timber slides be prepared.

The wooden lock and dam at Lindsay were completed in 1844. The lock was 131 1-2 feet long by 32 1-2 feet wide, with an 8-foot lift. The dam was a truss frame structure, 280 feet long and 9 feet high, on a 30-foot base. The lock at last went out of repair and when, in 1857, the railway from Port Hope reached Lindsay, its renewal was deemed unnecessary. In 1859, a 54-foot slide was built through the lock. The lower gates were removed and the lower part of the upper gates formed the breast of the slide.

The channel of the Scugog River above and below Lindsay also claimed attention. In the lower river three cuts were made to eliminate some of the more intolerable meanderings of the stream. In the upper river the outstanding impediment was a region of shifting bogs which tended to bedevil the channel at the foot of Scugog Lake. No remedy for this was found.

At Bobcaygeon, a general reconstruction was accomplished in 1857. The wooden lock was replaced by one of cut stone masonry, 134 feet by 33 feet, with a 7 1-4 foot lift. The gates were of solid timber and rested on wooden sills. This lock is being rebuilt in concrete in the current year, 1921. A canal above the lock 973 feet long, was faced and floored with timber and plank, and guard piers, 130 feet long, were placed below the lock.

In 1858, two slides were built and a basin and two mill-races excavated. One slide was for squared timber and the other, in the "Little Bob" channel, for sawlogs. A dam of truss and crib work was likewise built across the channel, 1262 feet in length, and 6 feet in height.

Development of Lumbering

For many years the aim of the government was less to foster navigation than to facilitate the passage of timber down the Trent System. In the forties the southern portion of the Trent watershed was the centre of lumbering activities. In 1844-45 three great slides were built at Healey's Falls, Middle Falls, and Chisholm's Rapids on the section between Rice Lake and Trenton. The cost of maintenance of these slides was greater than the revenue derived from them and in 1855 they were turned over to a "Trent Slide Committee". This Committee was granted a toll of one dollar on each crib floated, and undertook in return to keep the slides in order.

As the forests to the south became depleted, the lumberman kept moving north. In the early sixties, a rush was made to secure the great pine areas in the northern half of the Trent watershed and

by 1865 about 1000 square miles had been alienated with practically no return to the public treasury

As part of this development, authority was granted on February 15, 1860, to Alexander Dennistoun to form a company for the purpose of building a timber slide at Fenelon Falls This slide was 326 feet long and 33 feet wide.

For the next twelve years, violent quarrelling over the blocking of the Fenelon River channel with timber prevailed between the lumbermen and the steamboat owners of the district Both parties petitioned the government In 1872 to divide the river into two channels In 1873, this was done by building two piers in mid-stream and stretching between them a 3090-foot single-chain boom, anchored at intervals of 300 feet by heavy anchor stones and chain cables At the same time the government assumed control of the timber slide

Revival of Canal Project.

The general supervision of the Trent System was under the Board of Works prior to 1867, under the federal Department of Public Works from Confederation till about 1881, and since 1881 under the federal Department of Railways and Canals.

In 1881 with the Canadian Pacific Railway planned across the northwest and the prospect of new grain traffic by water from Port Arthur holding the prophetic imagination, this old trans-provincial Trent canal scheme was again brought up It was pointed out on the one hand, that while the distance from Kingston to the Straits of Mackinaw by way of the Great Lakes and the Welland Canal was 735 miles, the distance via the Trent Canal would be only 567 miles, a saving of 218 miles It was argued on the other hand that the shallow channel and tiny locks would force transhipping of cargoes, unnecessary on the other route, that the canal route from Trenton to Georgian Bay was 235 miles in length while the direct distance between the two was only 112 miles, and that the incessant lockages over the Trent system would make it actually slower and more vexatious than the Great Lakes route The government was not thoroughly convinced that the project was sound It went ahead, but went very half-heartedly, and took no steps towards large money appropriations for another fifteen years

One major undertaking in this county may be noted On October 14, 1882, a contract was made with A P McDonald and Company to build two stone locks and a canal at Fenelon Falls The locks had each approximately a fourteen-foot lift designed to overcome a fall of 24 84 feet at Fenelon Falls and a fall of 3 71 feet at Balsam Rapids, just above Cameron Lake A dam 204 feet long and seven feet high was also built Much trouble was experienced in unwatering the works but the locks were at last completed in 1886 It was then discovered that one-third of a mile of canal between them and Cameron Lake had been only partially dredged Moreover the stationary railway bridge prevented boats from passing north It was

not until May 19, 1894, that a swing bridge was installed and the steamer "Water-Witch" pushed through with exultant shrieks Balsam Lake was still inaccessible to most boats, however, for the wooden lock built at Rosedale by Wm Whiteside for the Ontario government in 1873 was only 100 feet in length

Meanwhile the lock and dam at Lindsay has been rebuilt by Thomas Walters in 1870 and again in 1885, and a dry dock built at Bobcaygeon in 1883. In 1890-91, a wharf was built at the foot of Peel Street, in the heart of Lindsay, at a cost of $285 Steamers had previously docked at the foot of Caroline Street, far down the river, but a turning basin was now dredged out in front of the new wharf and a road cut down the hill at the foot of Peel Street The Scugog had also been treated to a couple of extensive cuttings by which to eliminate the most circuitous of its meanderings.

In 1896, the Dominion Government at last abandoned its hesitation and launched out on the Trent Canal project in real earnest In 1897, the link from Balsam Lake to Lake Simcoe was pushed forward This work was divided into three sections The first section, running 5 1-2 miles west from Balsam Lake was undertaken by Andrew Onderdonk, of Chicago. The chief task on this section was a rock cutting, a mile in length, running west from the shore of West Bay, Balsam Lake This cutting was followed by a flooded reach at Mitchell's Lake Sections 2 and 3, totalling 13 1-2 miles were contracted for by Messrs Larkin and Sangster and Messrs Brown and Aylmer respectively The work here included a 48 1-2 foot hydraulic lift-lock at Kirkfield, 5 concrete locks, 3 dams, 3 swing bridges and much dredging and excavation For the right-of-way from Kirkfield to Lake Simcoe, 2000 acres of land were bought at an average price of $10 the acre The whole of the Balsam-Simcoe section was completed by 1904 except the lift-lock which had been found defective After extensive repairs had been made, the lock was opened with much ceremony on July 6, 1907, by the Hon Rodolphe Lemieux, Postmaster-General, and the Hon M J Butler, Minister of Railways and Canals The cost of the lift-lock, exclusive of concrete and breast walls, was $288,000

Navigation was now open from Orillia to Healey's Falls, except for the old wooden lock at Rosedale A contract for a concrete lock and short canal here was let on Feb 24, 1908, to the Raldolph McDonald Co, Ltd A channel 4600 feet long, 90 feet wide, and 7 feet deep had to be drilled and blasted out in rock shoals in the Balsam River A further piece of canal was dug out through a swamp directly into Cameron Lake instead of following the river all the way Work at Rosedale was practically completed in 1911

Meanwhile two side issues had received some slight attention In October 1905, the Dominion government appropriated $6000 to pay E J Walsh, C E, of Ottawa, to make a survey of the Gull River waters and to report on the feasibility of giving Minden connection by locks and canals with the main Kawartha Lake system The project, which had really been first brought forward in 1861-

was considered quite practicable but was turned down by Laurier when advocated by Sam Hughes, M.P. Another lateral canal, from Newmarket to Lake Simcoe, was begun in 1906 but never came to anything.

In 1909, the lock and dam at Lindsay were rebuilt under the contractorship of Mr. J. Ritchie.

Fierce controversies raged for many years over the choice of a lower outlet for the canal. Port Hope, Cobourg, and Trenton all shouted their rights and advantages in the matter. In 1908, the government finally decided to adopt the Trent River route. This section, from Trenton to Rice Lake, was opened for traffic on June 3, 1916.

The final link, which will give through passage from Georgian Bay to the Bay of Quinte is not yet finished. The "Severn Section" involves 6 locks, 16 dams, and 8 bridges. Through the use of two marine railways, at Swift Rapids and Big Chute respectively, launches up to 35 feet in length may pass from Lake Couchiching to Port Severn, on Georgian Bay, but this does not constitute open traffic on the Canal.

The total expenditure on the Trent Canal up to March 31, 1919, was $18,780,220.22, a sum which would have seemed unbelievable forty years ago.

History of Kawartha Navigation.

Apart from the log dug-outs of the pioneers, the first vessel on local waters was the packet boat "Firefly," operated by Reuben Crandell of Port Perry and his son George. This craft was a roomy sailing skiff, with oars, which, from 1835 to 1845, had a monopoly of the freight and passenger traffic between Port Perry and Lindsay. In 1845 two men, Lasher and Haywood, built a horse-boat and ran between "Lasher's" (now Caesarea) and Lindsay. In this way they sought to establish a trade route between Lindsay and Bowmanville. This opposition stirred George Crandell up to building at Port Perry the first steamboat on these inland waters. With the co-operation of Messrs. Chisholm, Rowe, and Cotton, the S. S. "Woodman," a 100-foot side-wheeler, was launched on May 24, 1851. The "Woodman" devoured cordwood as fuel and travelled at the rate of eight miles an hour. The horse-boat went out of business next day. As a sample of the difficulties encountered by these early ship-builders, it might be mentioned that when in 1853 some of the "Woodmen's" boiler flues gave way no new flues could be obtained in Toronto and Charles Britton had to send all the way to New York for them.

Between 1853 and 1896 the following additional steamboats were built locally:—1853, S. S. "Ogeman" at Fenelon Falls, by Captain Wallis; 1885, S. S. "Firefly" at Bridgenorth by Captain Sewyere; 1860, S. S. "Scugog" at Mud Lake by Capt. Kelly. 1861, S. S. "Lady Ida" at Port Perry; 1863, S. S. "Ranger" at Lindsay by Capt. Geo. Crandell; 1862, S. S. "Novelty" at Bell Lake by Mr. Henry,

1864, S S "Anglo-Saxon" at Lindsay by Capt. Crandell, 1867, S. S. Victoria", 1867, S S "Commodore" by Capt Crandell; 1868, S. S "Champion" by Capt Crandall, 1870, S S "Coboconk" at Coboconk by Hay and Treleavin, 1870, S S "Sampson No 1," a side-wheeler built by Mr. McFaddan at Coboconk and hauled down over the Fanelon Falls dam by Capt Crandall, 1870 S S 'Sampson No 2," at Ball Lake by Scott and Son, 1872, S S "Mary Ellan" at Lindsay by Capt Crandall, 1872, S S 'Victoria," latar tha 'Historian," by Tate and Hall, 1873, S S 'Vanderbilt," a 180-foot vassal with the first walking-beam engine seen on these waters, built at Lindsay by Capt Crandell; 1880, S S Eva," by Capt Crandell, 1880, S S Beaubocage', 1884, S S Esturion" by Mossom Boyd, of Bobcaygeon, 1884 S S "Maple Leaf" built by Parkar Davis, latar owned by Capt Bottum, 1884, S S "Dominion," a starn wheeler built at Port Hoover by Capt Savage, 1885, S S "Stranger," at Lindsay by Capt Crandell, 1885, S S "Dominion" at Lindsay by Burk Bros, 1886, S S 'Water-Witch" at Lindsay by H Dunsford, 1886, S S "Alice-Ethel" at Lindsay by Thos Sadler 1888, S S "Loolse" at Port Perry by Mr Bowman, 1891, S S 'Crandella" at Lindsay by Capt Crandell, 1893 S S "Marie Louise" at Lindsay by Jos Parkin, 1893 S S "Columbian" at Lindsay by Capt McCamus; 1893, S S 'Greyhound (latar the 'Kathleen") at Lindsay by Thomas Sadlar Later boats have bean the "City of Lindsay," "Kenosha" "Manita" "Alexandra" (latar tha "Arthur C.") "Bessie Butler, "Wacosta," and "Lintonla"

It was an amazing fact that untill 1898 Port Hope, on Lake Ontario, was the nearest port of registration for vessels. In other words all boats built at Lindsay and elsewhere on the Kawartha waters had to be marked "of Port Hope" In 1898 this absurdity was abolished by making Lindsay a port of registration

Steamboats on local waters have performed two functions, first that of assisting in the timber trade, and second, that of carrying passengers and freight From 1850 to 1880 the exploitation of the forests of the districts was at its height and the steamers' chief work lay in the towing of immense cribs of logs and a multitude of lumber-barges; From 1880 to 1910, passenger-traffic grew in importance The two chief steamship companies during this period were the Trent Valley Navigation Company, organized in 1888 with M. M Boyd as its first president, and the Kawartha Lakes Excursion Company, founded in 1902 by Joseph Parkin and John Carew

The steamboat traffic has dwindled away, however One by one the older boats have been destroyed by fire and the recent advent of power launches has reduced passenger traffic to a minimum and rendered steamers almost superfluous Only one steamboat the 'Lintonla," now runs on the Scugog, where navigation was once so active The first local power launch was G H Grantham's "Put-Put," brought in during the nineties By 1909 there were 75 motor-boats in Lindsay

Future of Trent Valley Canal.

The only possible justification of the twenty million dollars spent on the Trent Valley Canal will come from (1) water-power supplied, (2) through traffic that may develop and (3) a carefully planned revival of lumbering through reforestration.

The importance of using the back lakes of the Trent watershed as reservoirs by which to regulate waterflow and maintain ample water supplies for lumbering, navigation, and electric power generation is now fully recognized. The Ontario government built a few scattered dams among these headwaters in the sixties in order to assist lumbering operations. It was not until 1905, however, when the Federal Government was ceded control of all such works, that systematic management of waterflow was set up by the construction of an extensive system of concrete dams. This eliminates the destructive spring freshets and guarantees a steady flow of water throughout the year.

The development of any extensive transprovincial traffic through the Trent System is very problematical. Provision is being made for navigation by barges of 500 tons burden. The multiplicity of locks and the circuitousness of the channel, however, will make it but little quicker than the Welland Canal route, by which transshipment is unnecessary, while if speed is desired, the C.P.R. grain line from Port McNicholl has the canal far outpaced.

When we consider the question of local freight, we find the canal built fifty years too late. Timber would have been the only considerable freight and until 1918 the canal system had no outlet to the main water systems of Ontario. If such a canal, worked on a basis of cheap transportation, had been in existence from 1850 on, it would have made possible more conservative logging, closer utilization of material by mills along the route, greater profit for all, and the management of the lumbering business in perpetuity. As it was, the timber was cut in a wasteful manner owing to the cost of transportation, and today the forests are practically exhausted. Only careful reforestration under responsible control can redeem the situation.

About 1878, the late George Laidlaw of Bexley prophesied that the Trent Canal would ultimately cost $20,000,000 and suggested that far more profit would result from spending that amount on the scientific improvement of live stock in Ontario. His estimate was greeted with universal laughter and incredulity. To-day he stands absolutely vindicated, and many would likewise agree completely as to the wisdom of his recommendations.

Chapter X.

Spinning the Railway Web

The early railways in Victoria county were born of commercial necessity.

The years from 1820 to 1860 saw the development, in the Kawartha Lakes basin, of great lumbering enterprises, followed closely by farming. Cutting off this thriving interior from the Lake Ontario coast, lay a range of forest riddled sand-hills, crossed only by two or three atrocious bush trails. In the thirties, as we have seen, abortive efforts were made to bridge the gap by building a Trent Valley Canal. Greater success attended the activity, twenty years later, of the builders of railways.

The first three of these railroads, might be described as "portage roads." The first was built from Lake Ontario to the Scugog River, and later extended, on a longer portage, to Georgian Bay. The second crossed from Toronto on Lake Ontario, to Coboconk, on the upper Kawartha waters. The third ran from Lake Ontario to Scugog Lake, and was afterwards carried on to the Scugog River at Lindsay. All aimed at carrying the trade of this inland district out into the markets of the outside world.

The First Train to Lindsay.

The first of these roads, the Port Hope and Lindsay Railway, was chartered in 1846, with permission to build from Port Hope to Lindsay and thence west through Mariposa to some convenient point on the Ontario, Huron and Simcoe Railway. These original plans were never carried out, and, indeed, little work of any kind was done until after 1853, when a necessary renewal of the charter was secured.

The first train into Lindsay came in from Port Hope on Friday, October 16, 1857. The head of steel had reached Reaboro by December, 1856, and trains were unloading freight at Cunningham's Corners in August, 1857. In Lindsay, however, the road was to enter around the east bank of the Scugog along the line of the present G. T. R. East Ward switch, and the cutting required in the river bank near the present Allenbury plant caused much delay. Steam shovels were unknown in that day, and all the earth had to be taken away in carts and wheelbarrows. Hence it was the middle of October 1857 before the first train entered the town.

Lindsay was the terminus of this railway for the next fourteen years. The station was near the foot of King Street, in the East Ward, just east of the grain elevator of today. Yards and wharves were pre-

pared on the east bank of the Scugog, a few hundred yards farther north. The service consisted of one mixed train which left each morning for Port Hope and returned to Lindsay at night, after a leisurely day along the road.

On December 24, 1859, the railroad was renamed "The Midland Railway of Canada", and in January 1871 an extension from Lindsay to Beaverton was formally opened. This line crossed the Scugog by a swing bridge at the end of Lindsay Street North, ran north to about the present Carew box factory, and then swung west through Ops.

An earlier branch line, built by Messrs. Tate and Fowler from Millbrook to Peterboro, had been opened May 31, 1858.

The road was extended to Orillia in 1873, and in 1878 to its final terminus at Midland on Georgian Bay.

Toronto and Nipissing Railway.

In the session of 1867—68, the Ontario Legislature granted a charter to a Toronto and Nipissing Railway Company, which purposed building a narrow-gauge railroad from Toronto to Coboconk, in Bexley township, Victoria county.

This road was built in two sections. The first, from Toronto to Uxbridge, was formally opened in July 1871, and the second, from Uxbridge to Coboconk, was completed in the autumn of 1872.

The total length of the railroad was 87 miles, the gauge was 3 feet 6 inches, and the weight of the rails 40 pounds to the yard.

The largest structure on the road was a bridge over Northwest Bay, Balsam Lake. This bridge was 478 feet in length and consisted of three 106-foot spans and five 32-foot spans.

The officials of the company were William Gooderham Jr., President and Managing Director, James Graham, Secretary-Treasurer, and Edmund Wragge, Chief Engineer.

In 1875, and again in 1879, attempts were made to extend the T. & N. R. to Minden, or, failing that, to build a 6-mile spur to Elliott's Falls and gain through water connection with Minden by means of a lock at Moore's Falls. Neither plan has ever been realized.

Whitby and Lindsay Railway.

In 1868, a charter was granted to a Whitby and Port Perry Railway Company, with permission to build from Port Whitby, on Lake Ontario, to Port Perry on Lake Scugog. The company was very weak financially, but, after enduring many vicissitudes of fortune, it succeeded in running trains over the road by the spring of 1872. In May, 1873, the road was bought up by Messrs. Austin, Fulton, Michie, and Holden.

An extension to Lindsay now seemed desirable, and in the autumn of 1875 the company succeeded, through a series of public meetings, in obtaining a vote of $35,000 from the group of municipalities about and including Lindsay. In a crucial campaign meeting at Downeyville, Sir William Mulock, then solicitor for the railway, found argument

of no avail ,hut carried the by-law by giving North Emily three jokes, two songs and a Irish clog-dance A grant of $2000 per mile from the government was also engineered

Work began in the summer of 1876. The surveyor was a Mr. Manning, of Uxbridge; the consulting engineer was Frank Shanly, of Toronto, and the contractors were Messrs Gibson and Dixon By noon on June 15, 1877, the tracklaying gang had reached Albert Street. Lindsay In honor of the event, Veitch's Hotel presented them with a whole barrel of booze, which inspired them to hold a "navvy parade" around the streets of the town The inaugural trip over the new line was made on July 31, 1877 The distance from Whitby to Port Perry had been 20 miles and from Port Perry to Lindsay 25 miles

The Victoria Railway

A fourth road, The Lindsay, Fenelon Falls and Ottawa River Railway,' was chartered in 1872 It was to be a narrow gauge line, running north from Lindsay through the back townships of Victoria and Peterborough counties and on to join the prospected line of the Canadian Pacific Railway near Matiawa

The name was soon changed to "The Victoria Railway' and the gauge to the American standard

Strenuous opposition to the road was raised by the town of Peterborough, the southern townships of Peterborough county, and the township of Fenelon, while Lindsay the unincorporated village of Fenelon Falls, and the northern townships of Peterborough county gave the project their enthusiastic support Municipal blockades against bonus-granting were removed in 1874 by making Fenelon Falls an incorporated village and incorporating 23 northern townships (20 from Peterborough county and 3 from Victoria county) as the Provisional County of Haliburton Bonuses were then forthcoming, and the first sod of the railway was turned at Lindsay on August 5, 1874, by the Hon C F Fraser, Commissioner of Public Works

The president and dominant spirit of the company was George Laidlaw, later of Bexley; the vice-president was C J Campbell, and the chief engineer was James Ross, later a Montreal millionaire The directors were W W Copp, C W Bunting, J C Fitch, R Barber, Wm. Thomson, George Stephen and H P Dwight

The section from Lindsay to Kinmount was undertaken first Here perhaps the chief difficulty lay in grabbing out huge pine stumps Specifications called for a 200-ft. bridge over the Old Distillery Creek, a 500-foot bridge and a 3000-foot fill at McLaren's Creek, a $20,000 bridge over the Fenelon River and a 133-foot single span Howe truss bridge over the Burnt River Rock cuttings were heavy near Fenelon Falls and for the last four miles into Kinmount

Work was twice interrupted during the general financial depression of 1875 A colony of Icelanders, some 300 men, women and children in all had been brought in and settled at Kinmount in 1874 in order to help along the construction work Dysentery demoralized

their efforts for a time, various difficulties arose, and they finally migrated to Manitoba in a body in September 1875.

Steel reached Kinmount in October 1876. Further railway-building was held up for a time through lack of funds but in 1877 Laidlaw secured a grant of $8000 per mile from the provincial government and a bonus of $3000 per mile from the Canada Land and Emigration Company, which controlled a large part of Haliburton county.

The chief obstacles encountered in the remaining 22 miles were heavy rock cuttings and a morass or 'sink-hole,' four miles north of Kinmount, which swallowed up thousands of carloads of ties, trees, and earth before it was finally bridged. The 56 miles of railroad from Lindsay to Haliburton village were opened for traffic on November 26, 1878.

At its Lindsay terminus the road first merely branched off from the Midland Railway at a "Victoria Junction" (still marked on government topographical maps, though vanished long since from the earth) at the head of William Street North. An extension was later built down Victoria Avenue and a station built on that thoroughfare near its intersection with Glenelg Street. The first agent was the late James C. Leonard, who was later enthroned in the hierarchy of the C.P.R. management.

Numerous attempts have been made to carry the Victoria Railway beyond Haliburton, but none have succeeded.

The Blight of Bonuses.

The benefits of all this railway-building were somewhat counterbalanced by the financial burdens which they laid upon the municipalities which were served. No construction was undertaken without liberal gifts of money, and many municipalities, in their anxiety to secure railway accommodation, gave far beyond their means.

The Midland Railway took $80,000 from Ops and Lindsay, $100,000 from the town of Peterborough, $60,000 from the township of Hope and the amazing sum of $280,000 from the little town of Port Hope.

The Toronto and Nipissing Railway received $386,500 in municipal bonuses, of which $44,000 came from Eldon, $15,000 from Bexley, $15,000 from Somerville, and $12,500 from Laxton, Digby and Longford.

The Victoria Railway secured $214,000 in such grants, $85,000 being paid by Lindsay, $15,000 by Fenelon Falls, $15,000 by Somerville, $7,000 by Verulam, and $55,000 by Haliburton county.

The Whitby Railway, as already stated, drew in $85,000 from Lindsay and adjacent municipalities.

Local tax rates long recorded the chilling effect of these expenditures, and many years passed by before the general increase in prosperity, due to improved transportation, vindicated in some measure the prophetic rashness that had plunged into debt.

If we once grant that the railways, though perhaps prematurely

and necessarily multiplied, were yet needed for the development of the countryside. It is hard to imagine any better plan for their financing than that of municipal bonusing. Little capital, either foreign or domestic, was available for investment in such enterprises. Government grants were certain ultimately to return to the tax payer with horns on; and as railway construction was even more feverish in the rest of the province then in this county, a blanket government subsidy to all companies would have borne unfairly on Victoria. Municipal bonuses were paid by those immediately served and though the levies caused temporary distress, the steady economic benefits of the railways gradually brought relief.

The Battle of the Barricade.

An incident which is unique in the history of local railways occurred in Lindsay on November 13, 1877.

A long strip of land lying between King Street and the river and stretching east from Lindsay Street for several rods, had been occupied for more than ten years by a siding of the Midland Railway. The railway company therefore claimed possession.

In 1877 Thomas Fee, a local lumberman, bought this parcel of land from Robert Lang, an official of the Lindsay Land Company, and proposed to erect a mill on the site.

As the railway was obdurate Fee decided to take the law into his own hands. On the night of November 13th, he and Lang gathered a body-guard about them, took possession of the lot and set up a strong fence across the siding which ran into it.

Mr. Burton, the railway agent, then brought out an engine and prepared to batter his way through the barricade. The defenders then drew revolvers, a battle seemed imminent, and Lang, who happened to be a Justice of the Peace, climbed on top of a dry goods box and read the Riot Act. Burton accordingly withdrew and telegraphed his troubles to the Head Office at Port Hope.

Morning saw Fee and Lang entrenched with a force of 50 men, but a train which arrived from Port Hope at noon brought in an army of 100 section-hands, gathered up along the line. The engine was thereupon driven resolutely through the fence, and a melee ensued in which the railway forces were victorious.

This astonishing breach of the peace was afterwards investigated by Judge Molesworth. It was found that the land in dispute had been conveyed to the government Board of Works by William Purdy in 1843. It therefore formed no part of the Purdy estate taken over by Lang and the Lindsay Land Company in 1856, and belonged in 1877 neither to Fee nor to the railway but to the government.

George A. Cox Achieves Amalgamation.

In 1873, there were four independent railway companies operating in Victoria county. Within the space of three short years one man succeeded in promoting their consolidation into a single system.

This man was George A. Cox, a Peterborough insurance agent, who became president of the Midland Railway in the fall of 1878.

By July 1, 1879, he had made an arrangement between the Midland Railway and the Whitby-Lindsay Railway, by which the two roads pooled their resources and divided their gross earnings in the ratio of 79 to 21 in June 1881, a syndicate, headed by the Hon. D. A. McInnis, and John Proctor, of Hamilton, bought up a controlling interest in the Victoria Railway, and George Laidlaw retired. Cox now became active again. He purchased the Toronto and Nipissing Railway in July, 1881, and succeeded by November 1881 in engineering a merger of the Midland, Whitby-Lindsay, Victoria and Toronto and Nipissing railways. The consolidated lines were to be known as the Midland Railway of Canada. The first train from Peterborough to Toronto, via Millbrook and Lorneville, passed over the new system on December 15, 1881, with a running time of three hours.

The sequel to this amalgamation came on January 1, 1884, when the Grand Trunk Railway leased the Midland Railway and Cox withdrew from railway affairs. It then transpired that the Grand Trunk already had a controlling interest of $4,316,920 in the Midland Railway capitalization of $6,600,000. Here were the backers for whom the versatile Cox had done his work so well and from whom, no doubt, he received suitable recognition. The Midland Railway was finally consolidated with the Grand Trunk by Act of Parliament in 1893.

As part of the consolidation of 1881, plans were laid for building short lines between Wick on the T. & N. R. and Manilla on the Whitby-Lindsay line and between Peterborough and Omemee and for the construction of a new bridge and station at Lindsay.

The Wick-Manilla line was seven miles in length and ran from Wick Junction, a mile north of Wick Station to Manilla Junction a third of a mile north of Manilla Station (now Cresswell). The contract here was let in 1882 to George Wheeler, M.P. in July 1883, Wick station and Manilla station were abolished and the name 'Wick Junction' were changed to "Blackwater Junction."

The Omemee-Peterborough line, known popularly as the 'Missing Link,' was begun in February 1882 under the contractorship of J. H. Beemer. The heaviest work lay in the bridging of two wide deep valleys at 'Tully's' and 'Double's'. The former required a trestle 700 feet long and 40 feet high, and the latter a trestle 1500 feet long and 70 feet high. Most of this trestle-work has since been filled in with ballast. On July 2, 1883, a small battle, involving stilettoes and revolvers, took place at Sherin's Cut, two miles east of Omemee, between some Italians who had struck over an illegal reduction of wages and some Irish-Canadians who had kept on working. Many were wounded but none killed. The first train over the "Missing Link" was run on November 23, 1883, five days after standard time had been first adopted by the railways of Canada.

At Lindsay, a new entry, by means of a high level bridge just south of the line of Durham Street, was decided on. The steel superstructure was supplied by the Hamilton Bridge Works and consisted

of a centre span, 84 feet long, and two end spans, each 44 feet long. The supporting piers of solid masonry, 47 feet in height, were built by Messrs. McNeely and Walters, of Lindsay. This bridge was replaced in 1901 by a through girder bridge. The old swing bridge across the Scugog at the head of Lindsay Street North was abolished and its centre pier removed from the river in May 1887 by Capt. George Crandell.

The old East Ward station was also discarded and a new station site chosen just south of Durham Street at William Street. The first new station, a diminutive structure, 27 feet by 60 feet, was built in September 1883 and burnt down on January 5, 1885. The present building was erected on the same site in October 1890.

During the eighties it was decided to make Lindsay the divisional point (as it is today) for the whole Midland system. The locomotive works which had formerly been located in Port Hope were therefore transferred to Lindsay. The first sod for the new buildings was turned by H. J. Ramsford on July 18, 1887.

Irondale, Bancroft, and Ottawa Ry.

A road which does not lie actually within the county but which is inseparably associated in thought with the Victoria Railway is the I. B. & O. (Irondale, Bancroft and Ottawa) Railway, known in early times as the "I.O.U.", because of its financial trials. This railway strikes east from Kinmount Junction on the Haliburton line, 2.3 miles north of Kinmount. A charter issued in 1880 granted permission to build west to Georgian Bay and east to Ottawa. The line was begun by Mr. Myles, of the Snowdon Iron Mine, extended by C. J. Pusey and L. B. Howland, and finally acquired by the C. N. R. in 1909. Constructional difficulties were enormous, traffic was scarce and money scarcer, and progress in building hardly averaged a mile a year. The first engine on the line was the "Mary Ann," a gentle creature, who whenever the rails gave out would squat quietly down on the ballast without hurting a soul.

At the present day the I. B. & O. has reached Bancroft on its way to Ottawa.

Hope Deferred Maketh Bobcaygeon Sick.

The only important centre in the county which was not served by the consolidated Midland Railway system was the thriving village of Bobcaygeon, with its products of lumber, lime, and building stone.

Attempts were made by Peterborough promoters in 1874-75, and again in 1891, to finance a line from Peterboro to Bobcaygeon. Both attempts failed, although in the former case Bobcaygeon and Verulam each voted $20,000 in bonuses.

On March 26, 1890, a charter was granted to a Bobcaygeon, Lindsay, and Pontypool Railway Company, composed of Lindsay and Bobcaygeon business men. The company found construction beyond its means and accomplished nothing until 1903. An agreement was

then entered into with the Canadian Pacific Railway whereby the latter agreed to back construction on the understanding that they were to receive a 99-year lease In this way the C P R got the road without the trouble of securing an extra charter and the directors of the B L & P R attained their objective ,the linking up of Bobcaygeon with the outside world The promoters of this project were H J Wickham, W T C Boyd, and Thomas Stewart

Surveys were made in May and June, 1903, and a line chosen from Burketon in Durham county, on the C P R through Lindsay to Bobcaygeon The Dominion government gave a bonus of $3200 per mile for the whole 33 miles of construction, and the Ontario government $3000 per mile for the 16 miles between Lindsay and Bobcaygeon The contract for building was let in July 1903 to E F Fauquier

Bitter opposition was given by the G T R The original plan had been to enter the town by a line half a mile east of the river, cross the G T R tracks on the level, and come in on a curve According to law it was permissable for a new road to cut across a single main line of rails but not a series of sidings The G T R therefore anticipated matters by laying down a series of extensive sidings (called the "Santiago Siding" in memory of the recent Spanish-American War) directly across the proposed route A changed survey now dipped down to river level and passed under the G T R high level bridge The G T R next tried to block the Bobcaygeon line from crossing the old track at King Street in the East Ward but was forced to give way by the Railway Committee of the federal Privy Council

In order to pass through Lindsay on the new level entire blocks in a thickly built up part of the East Ward had to be bought up and demolished Over forty residences with their outbuildings were wiped out, and their destruction produced a housing famine in the town The cost of a mile of railway in this part of Lindsay totalled over $150,000

The road was officially opened by H P Timmerman on July 28, 1904

A Line for Manitoba Wheat.

Scarcely had this Bobcaygeon spur been completed, when the C P R began to lay plans for the construction of a railway from Victoria Harbour, on Georgian Bay, to their main line near Peterborough, so that the grain harvest of the western provinces might be handled with greater despatch Surveys were begun in the fall of 1905 under the direction of Mr Gourley, C E Seventeen different survey lines were run, and a route was finally chosen in 1906 Building was postponed ,however for another five years, because of the government's delay in dredging out Victoria Harbor sufficiently for the big grain vessels to moor alongside the elevators

The G T R prepared meanwhile to counteract this C P R venture by double-tracking the Midland Division from Midland to

Port Hope and improving grades all along the route A new entry into Lindsay from the northwest was built in 1906, thus eliminating the difficult grade on Victoria Avenue Further construction was prepared for in a leisurely fashion, but the enterprise was dropped when Chas M Hays perished in the Titanic disaster

The C P R began work in earnest in 1911 on its line from Port McNicholl on Victoria Harbour, to a point on the main line near Bethany, in Durham county (The junction here has been called Dranoel, i e Leonard, spelled backwards)

The general contract was awarded to the Toronto Construction Company, and the local sub-contracts to Johnston Bros (Lorneville to Cambray), Perry and Stewart (Cambray to Lindsay), and F R Wilford (southeast from Lindsay)

The last rail was laid on October 25, 1911 The total length of the line was 88 miles, and its maximum gradient four-tenths of one per cent

Recapitulation.

Brief summarizing may clarify our retrospect of Victoria's railways Three early roads were built to link up the trade of the Kawartha basin with the outside world, and a fourth sought to tap forest wealth and supposed agricultural resources in the granite hinterland of Haliburton These roads were amalgamated in 1881 and absorbed by the G T R In 1904, the C P R completed a short line as a trade outlet for Verulam and Bobcaygeon, and in 1911 built a cross-country grain portage line from Georgian Bay to their Toronto-Montreal trunk line

Chapter XI.

A Century of Politics

The sketch of a century's politics in Victoria county which is set forth hereafter has been confined to a bare outline of elections and governments. Material had been gathered for an analysis of the political issues which have been faced by electorates from 1821 to the present day, but such a discussion has been found too extensive to include in the present history of Victoria county.

It might be well, however, to note in passing that there have been real issues whose treatment and solution have underlain the political history of the century. There have been, are, and always will be vital problems connected with our national development, and it is the duty and purpose of governments to solve these problems in the best interests of the people. Canadian national life is the phenomenon of a complex of races developing in a new country under the directing influence of great geographical, economic, and sociological forces. Obstacles to prosperous development have arisen in all times through the ignorance or unscrupulous selfishness of men or governments or the operation of economic laws. When such problems do not receive wise adjustment, they persist, like infirmities in the body, to cause continual trouble. For instance, clergy reserves, seigniorial tenure and speculators' land holdings were direct hindrances to settlement in early times and the country knew no peace until these burning questions were disposed of by the McNab-Morin government in 1854. So at all times it is the duty of every true citizen to give impartial study to the real issues which confront his country and to exercise the franchise accordingly.

There have been seasons, however, when the true problems of national development have been almost forgotten and elections have been decided on a very different basis. It is hard to escape the conclusion that in Canada our political predilections have been largely hereditary and based on race and religion. In Victoria County, Irish Protestants have been usually Conservative and Orangemen always so, while Scotchmen and Irish Catholics have been usually Liberal. Hence the type of man who cannot understand loyalty in a political opponent has for decades been conducting a miserable inquisition into the nationality and religious tenets of candidates and has been seeing religious hobgoblins peering from under political beds. Then, too, ignorant gullibility has all too often been plied with specious arguments. Personal loyalties have prevailed. Bribery has corrupted the weak. Party machines have controlled nominations and dominated elections. During the past twenty years, however, we have been mov-

ing away from such methods of deciding great issues. The rising generation is coming to think for itself, and the younger men of to-day have nothing but contempt for blind party allegiance.

In this emergence of thoughtful purpose in the people of Canada lies our greatest hope for the future. When a nation comes to know its own mind and to consider its problems on their own merits, a new day has surely dawned.

For the mind and will of the great centre of gravity of a democracy must count for something in determining its history. The late Professor Goldwin Smith argued forcefully that Canada's destiny lay in annexation by the United States. John S. Ewart, of Ottawa, claims today with equal vehemence that Canada is to be an independent nation. Both have been great thinkers but both have been blankly ignorant of the conscious will of the Canadian people. Hence both have been hopelessly wrong and have merely spun fine webs of thought in vacant lanes where no men passes.

The people of Canada are coming to realize that there are national problems transcending the importance of mean party politics, and both doctrinaire and professional politicians will have to give weight in future to the deliberations and decisions of the people themselves, for by these decisions the future will be shaped.

The U. C. House of Assembly, 1821-41.

From 1821 to 1841 such of the modern Victorian townships as were then in existence formed part of Durham County, known also politically as the West Riding of Newcastle District. For this riding two representatives sat concurrently in the House of Assembly of Upper Canada. The following were the members elected during the period from the first settlement of Victoria up to 1841:—1820-24, Samuel Strast Wilmot; 1824-28, George Strange Boulton and Charles Fothergill; 1828-30, John David Smith and Charles Fothergill; 1830-34, George Strange Boulton and Jesse Ketchum; 1834-36, George Strange Boulton and John Brown; 1836-1841, George Strange Boulton and George Elliott.

It was during this period that the billows ferment of Family Compact misrule came to its climax. The economic ills of the province suffered from the malpractice of an irresponsible government. The settlement of the land had been made well-nigh hopeless by grants to the church to politicians and to politicians friends. Redress seemed beyond hope and in 1837 a few of the reformers, headed by William Lyon McKenzie entered on a rash, brief, pitiful little revolt. The British government at last realized that all was not well in Canada and sent out Lord Durham to investigate. The outcome was a monumental report on the grievances and problems of both Upper and Lower Canada. Durham recommended (1) that responsible government be granted to the colony as a cure for political abuses and (2) that the two provinces be united in the hope that mutual understanding might temper racial antagonism.

In surveying the events of this period it would not be wise to

brand the notorious leaders of either faction as deliberately evil. Most of their acts were probably performed in accordance with conscience. We need to learn that integrity of character may be accompanied by uncivilized prejudice and cruelty. Witness, for example, the almost unbelievable tyranny of bigoted righteousness in the case of Archdeacon Strachan, and the narrowness, bitterness and emotional violence of many of his followers. On the other hand, some men, even today, take a long time to realize that those who differ with the political party nominally in power are not necessarily traitors or rebels.

All the members for Durham County from 1821 to 1841 were supporters of the Family Compact. Perhaps the foremost of their unsuccessful opponents was Cheeseman Moe of Ops, a retired naval officer, who owned the northern one quarter of the modern townsite of Lindsay. Moe left for California by the overland route during the gold-rush of 1848. He was never heard of again and his land in Lindsay was sold for taxes.

Politics Following the Act of Union.

As a result of Lord Durham's report, the British parliament passed an Act in July 1840 uniting the two provinces. The first election was held the following spring.

The electors of Durham County voted at Newtonville in Clarke township. Representation had been cut down to one and the contest was between George Strange Boulton (Family Compact) and John Tucker Williams (Reformer). Boulton took every precaution to ensure his election. Temporary refreshment booths were set up and whole barrels of free whiskey stood on end with their heads knocked out. Axe handles were provided for the persuasion of those who refused to be mellowed. As voting was public and each man had to ascend a flight of steps to an open-air platform and verbally announce the name of the candidate whom he favored, the Compact had always won heretofore under such circumstances. On this occasion, however, the Scotch settlers of Eldon, who were nearly all ex-soldiers, marched to the polls in a body, dressed in navy blue and led by their pipers, and voted to a man against Boulton. When it was announced that Williams had been elected, there was a riot and a Reformer named John Marshall was clubbed to death.

During the first parliament in 1841, the townships now in South Victoria and South Peterborough were formed into the Colborne District and assigned one representative. In 1853 Victoria County was made a separate political riding with one member, an arrangement which persisted until Confederation.

The promised principle of responsible government was soon to be rudely violated. Sir Charles Metcalfe who became governor in 1843, refused to follow the advice of his ministers in the matter of appointments to public offices and actually conducted an election in person in 1844 in order to secure the arbitrary powers which he desired. Wholesale bribery, especially by grants of public lands, was used and he succeeded in getting a small majority in his favor. In the

Colborne District however his candidate, Colonel Baldwin, of Toronto, was defeated by George Barker Hall, a Peterborough lawyer, who ran for the Reform party.

The next governor was the Earl of Elgin, appointed in 1847. In December 1847 the Viger-Draper government, formed under Metcalfe, resigned and parliament was dissolved. In the elections of 1848 the Reformers swept the country, and formed a ministry under Robert Baldwin and Sir L. H. Lafontaine. Colborne District returned James Hall (Reformer), a Peterborough Scotchman, with a plurality of 31 votes over John Langton of Fenelon and Richard Birdsall of Asphodel.

The Earl of Elgin had married a daughter of Lord Durham and was very anxious to give Durham's report full application in colonial affairs. He therefore accepted fully the principle of responsible government and held it his duty to accede to the advice of the leaders of the party in power.

In 1849 a Rebellion Losses Bill was passed by the parliament, which then met in Montreal, giving compensation to all in Lower Canada (exclusive of convicted rebels) who had suffered losses in the revolt of 1837. When Elgin gave the Crown's assent to the bill, a mob of blackguards, consisting of the so-called aristocracy of Anglo-Saxon Montreal, assaulted Elgin with stones and rotten eggs, burnt down the parliament buildings, and looted Lafontaine's house. The governor persisted patiently in his chosen course however, and constitutional government emerged stronger than ever from this last outrageous assault on it by the survivors of the Family Compact party.

In 1851 another general election took place. The Reform party was again in the majority but Lafontaine and Baldwin retired from public life and their places were taken by A. N. Morin and Francis Hincks. In the United Counties of Peterborough and Victoria (as our riding then stood) John Langton of Fenelon township (Moderate Conservative) was elected by a majority of 70 over James Hall (Reformer), the former member.

Rise of Political Parties.

During the period from 1841 to 1855 the elements which make up our modern political parties may be seen in primitive form. For some time there were really five parties in the Assembly, as follows:—(1) a rabid remnant of Family Compact Tories, which burst itself out in the outrages of 1849, (2) the moderate Conservative win and Lafontaine, (4) the 'Clear Grit' Reform party of Upper Canada, and (5) its counter-part, the 'Parti Rouge' of Lower Canada.

After an election in 1854 none of these parties had a majority in party, (3) a rather conservative Liberal party represented by Baldthe house and John A. Macdonald a leading Conservative, was instrumental in bringing about a coalition between the Conservatives and the Conservative Liberals thus forming the nucleus of what is

still known as the Liberal-Conservative party. The "Clear Grits" and 'Parti Rouge' were more or less thrown together in the opposition and are the direct ancestors of the straight Liberal party.

Victoria county had been made a separate riding in 1853, and in the election of 1854 returned James Smith (Reformer), a Port Hope barrister, by a heavy majority over Mossom Boyd, (Conservative), the Boheaygeon lumbermen Smith supported the coalition already referred to and gave such offense to his constituents by so doing that he had to retire from political life.

In the next election held in 1857, there were actually four candidates in Victoria: A A McLaughlin (Liberal) of Martposa, Samuel Davidson (Liberal) of Mariposa, Robert Lang of Lindsay, and John Cameron (Conservative) a Toronto banker. The latter was elected.

In 1861 James W Dunsford (Liberal) of Verulam defeated John Cameron. Dunsford was again successful in 1863, when his opponent was the Hon. Sydney Smith (Conservative) of Cobourg.

Circumstances Leading to Confederation.

It had become fairly clear by this time that the legislative union of provinces established in 1840 could not last much longer. It was evident that the affairs of two peoples differing so widely could not be efficiently managed by one set of ministers and a single legislature. The bond was too rigid to be natural.

At last, in 1864, the machinery of the Constitution came to a deadlock. Four ministries had been overturned in the course of three years. Neither party could secure more than a nominal and quite unreliable majority of one or two votes.

The leaders from both provinces had too much sense to demand absolute separation. Union was imperative, not only to give sufficient force for the development of the country, but also to consolidate the country against dangers from without.

A new kind of union, therefore, had somehow to be secured. In 1860, the Ontario Liberal leader, George Brown, had asked the Assembly to declare for "the formation of two or more local governments, to which should be committed all matters of a sectional character, and the erection of some joint authority to dispose of the affairs common to all." The idea was rejected then but its time was to come. In 1864 Brown consented to join forces even with John A. Macdonald to whom he was particularly opposed, to set up a federal system including the Maritime Provinces.

The Legislatures of Nova Scotia and New Brunswick, as well as that of Upper and Lower Canada, agreed to the scheme drawn up by their delegates and most willingly adopted at their request by the Imperial Parliament; and so, on July 1, 1867, the Dominion of Canada came into being.

Basis of Confederation.

The statutory authority for this union was the British North

America Act. For the Dominion as a whole, the government was to consist of a governor-general, a senate of 72 appointed senators, and an elective House of Commons in which Quebec was to be represented by 65 members and the other provinces according to population on a relative basis. The dominant party in the House of Commons was to select certain of its members, subject to the nominal approval of the governor-general, to act as a cabinet or privy council and nominally to direct the various departments of the civil service. The legislative powers of the federal government embraced, among other things, the postal service, the census, regulation of trade and commerce, customs duties, militia and defence, navigation, railways, currency, banks negotiable paper, patents, copyrights, Indian affairs, immigration, and criminal law.

The four provinces, Ontario (formerly Upper Canada), Quebec (formerly Lower Canada), New Brunswick, and Nova Scotia, each had separate provincial governments for the administration of local affairs. In Ontario this government consisted of a lieutenant-governor and an elective legislative assembly of 82 members. The jurisdiction of the provincial government included education, public lands and timber, municipal institutions, the solemnization of marriage, liquor licenses, and prisons and hospitals in and for the province.

Victoria County Federal Politics.

By this same Act, Victoria County was divided into two ridings, South Victoria consisting of the townships of Ops, Mariposa, Emily, and Verulam and the town of Lindsay, and North Victoria, consisting of all the townships lying to the north.

From 1867 to 1874 the Dominion government was dominated by the Liberal Conservative party under the Rt. Hon. John A. Macdonald. Victoria county was, however, in the opposition for part of this time. In the election of 1867 John Morrison (Liberal) of Woodville defeated John Cameron (Conservative) of Toronto, in North Victoria, and in South Victoria George Kempt (Liberal) of Lindsay defeated Hector Cameron, Q. C., (Conservative) of Toronto.

The next election, in 1872 saw a complete turn-over. In North Victoria Joseph Staples (Conservative) of Bexley defeated the former member, and in South Victoria George Dormer (Conservative), a Lindsay barrister, defeated John McLennan, a merchant of the same town.

In 1873 it was proven that the Canadian Pacific Railway, then recently incorporated, had made very large cash contributions to the Conservative election campaign funds. This disclosure wrecked the party for the time being. In the election which followed, a Liberal government under the Hon. Alexander Mackenzie was returned with a large majority. Victoria stayed Conservative however. In the north riding Hector Cameron, Q. C., (Conservative) won out from James McLennan, Q. C. (Liberal), and in the south riding Arthur McQuade (Conservative) of Emily vanquished John McLennan (Liberal) of Lindsay.

Under the Mackenzie administration, voting by ballot was introduced in 1874, the Supreme Court of Canada was established in 1875, and the Scott Act was passed in 1878.

On September 17, 1878, the Conservatives under Macdonald were returned to power on the strength of their "National Policy" of high customs duties to protect home industries. In Victoria county the same members, Hector Cameron and Arthur McQuade, were returned. Their opponents were James McLennan and John Connolly respectively.

The Conservatives now remained in power until 1888. The opposition was led by the Hon. Edward Blake from 1880 to 1887, and from 1887 to 1896 by the Hon. Wilfrid Laurier.

In June 1882, Hector Cameron was again elected for North Victoria, with a majority of 290 over George Keith (Liberal), and John R. Dundas (Conservative) had a majority of 61 in South Victoria over William Needler.

The next election, in February 1887, saw a change. Cameron had been found guilty of boodling and had been denounced in the previous parliament by members of his own party. There was therefore little surprise when he was routed in North Victoria by John A. Barron of Lindsay. In South Victoria, Adam Hudspeth, Q. C., (Conservative) of Lindsay won a majority of 47 over William Lownsbrough, a Mariposa farmer. Hudspeth was unseated, but was re-elected by a majority of 54.

March 5, 1891, was the next day of contest. On this occasion, John A. Barron (Liberal) had a majority of 244 over Sam Hughes (Conservative) in North Victoria and Charles W. Fairbairn (Conservative) received a majority of 14 over Thos. Walters (Liberal) in South Victoria. Both of the members-elect were unseated. While Fairbairn, however, was re-elected by 228 majority, Barron lost to Hughes by a majority of 239.

Sir John A. Macdonald died in 1891, and the Conservative party ran into troubled waters under his successors, Abbot, Thompson and Tupper. Finally, in 1896, the Liberals under Sir Wilfrid Laurier swept the country and set up an administration that was to last until 1911.

At this time George McHugh (Liberal) carried South Victoria with a majority of 62 over Dr. A. E. Vrooman (Conservative). In North Victoria, however, Sam Hughes (Conservative) was again elected with a majority of 251 over R. J. McLaughlin (Liberal).

The county turned entirely blue again in 1900. Dr. Vrooman was then elected with a majority of 218 over his old antagonist George McHugh, and Sam Hughes appeared again for North Victoria, with a majority of 108 over Dr. John McKay of Woodville.

A Representation Act, passed in 1903, abolished the old political ridings and constituted a single new riding, consisting of all of Victoria and Haliburton. The member for the riding from that time down to the present has been Sir Sam Hughes. He has defeated R. J. McLaughlin, K.C., of Lindsay in 1904, Dr. Archibald Wilson of Fenelon

Falls in 1908, James B. Begg of Lindsay in 1911, and George D. Isaac of Rosedale in 1917.

In 1911 a Conservative government under Sir Robert Borden came into power, and Sir Sam Hughes was made Minister of Militia and Defence. In 1917 a Coalition government was formed for the duration of the war in order to guarantee certain war measures. Since the close of the war, control has passed into the hands of the "National, Liberal, and Conservative Party" under the Rt. Hon. Arthur Meighen.

Victoria County Provincial Politics.

The first provincial government was formed on coalition lines in 1867 by John Sandfield Macdonald in the north riding of Victoria. A. P. Cockburn (Liberal), a Kirkfield lumberman, had defeated Joseph Staples (Conservative) of Bexley, and in South Victoria Thomas Matchett (Conservative) of Omemee had been elected by acclamation.

In 1871, the province was swept by a reorganized Liberal party, which held power from 1871 to 1905, and on the whole worthily. Under Sir Oliver Mowat, premier from 1873 to 1896, the government though strongly partisan, was thrifty and honest. Mowat won his greatest fame in vindicating provincial rights against the presumptions of the federal government, especially in the cases of the boundary between Ontario and Manitoba and of the control of streams and crown lands.

The election of 1871 returned Duncan McRae (Conservative) of Bolsover for North Victoria and S. C. Wood (Liberal), then county clerk and treasurer, for South Victoria. Their defeated opponents were Dalton Utyott, a Fenelon Falls lumberman, and Thomas Matchett, the late member, respectively.

In 1875 McRae first lost to J. D. Smith (Liberal) of Fenelon Falls. The latter withdrew on the filing of a petition, and McRae won out from Dr. Grant (Liberal) of Woodville. The south riding returned S. C. Wood (Liberal) over Wm. Cottingham (Conservative) of Omemee. In the following year Wood was made Provincial Treasurer, and in the bye-election necessary to confirm this cabinet appointment defeated Adam Hudspath, a Lindsay barrister.

The election of 1879 brought in S. S. Peck (Liberal) of Minden, stipendiary magistrate for Haliburton county, as member for North Victoria. His opponent was John Fell of Somerville township. In South Victoria the Hon. S. C. Wood maintained his position against W. L. Russell (Conservative) of Lindsay, then Warden of the county. Wood retired from political life in December 1882.

In 1883 John Fell (Conservative) defeated S. S. Peck in North Victoria, and D. J. McIntyre (Liberal) of Lindsay won from C. W. Fairbairn (Conservative) in South Victoria.

During the next session, McIntyre tried to make his position permanently certain by having the ridings gerrymandered into "East Victoria" and "West Victoria" and including in the latter the Liberal

townships of Ops, Mariposa, Eldon, Carden, and Dalton. His schema met with postic justice in the election of 1886. The Liberal majority in Mariposa, for instance ,dropped from 400 to 8, and worse things happened in the other townships. John Cruess (Conservative) was elected, and McIntyre withdrew permanently from political life. In East Victoria John Fell was returned with an increased majority. The ridings remained as reconstituted until 1915, when they again became North and South Victoria as of old. The blow to Liberal prestige was permanent, for during the 35 years since the gerrymander only one Liberal has been elected by this county to the provincial house.

In June 1890 John Fell (Conservative) was sustained in East Victoria, but John Cruess was vanquished by Dr John McKay (Liberal) of Woodville.

In 1894 the Patrons of Industry, a farmers' political organization, placed John Campbell in the field in West Victoria (where Dr McKay was running for the Liberals and Robert Bryans for the Conservatives) and William Thurston in the field in East Victoria against J. H. Carnegie (Conservative). In West Victoria, Campbell lost his deposit and McKay had a majority of 470 over Bryans. East Victoria gave Carnegie a majority of 273 over Thurston. In the province as a whole the Patrons of Industry elected 11 members out of a total of 93. The movement suffered from its leaders' refusal to broaden out and came to an abrupt end.

Samuel J. Fox (Conservative) of Ops defeated Dr. McKay in West Victoria in 1898 and held his own against Newton Smale in 1902 and against Thomas Stewart in 1905. John H. Carnegie (Conservative) had like success in East Victoria, his adversaries being John Austin in 1898, L. F. Heyd in 1902, and John Austin again in 1905.

Meanwhile, under Mowat's successors, "the harnacles that always attach to a party long in power became unpleasantly conspicuous," and in January 1905 the Conservatives under James P. Whitney came into power with a majority of forty members. After the death of Whitney, the Hon. Wm. H. Hearst became party leader in 1914.

In the election of 1908, Samuel Fox (Conservative) won from Thomas Stewart of Lindsay by 98 votes in West Victoria, and in East Victoria J. H. Carnegie was elected by acclamation. Before the next election Carnegie had retired from politics and Fox had died (July 3, 1911).

Dr. A. E. Vrooman (Conservative) carried West Victoria in 1911 with a majority of 104 over C. E. Weeks (Liberal). Dr. R. M. Mason (Conservative) of Fenelon Falls was returned by acclamation for East Victoria.

In 1914 the ridings once more became North Victoria and South Victoria. Dr. R. M. Mason (Conservative) vanquished Thomas Hodgson (Liberal) by 463 votes in the former constituency, while John Carew (Conservative) won out from A. M. Fulton (Liberal) in the latter by a majority of 545.

In October 1919, a new agrarian party, the United Farmers of Ontario, assumed control of Ontario politics In South Victoria Frederick G Sandy (U F O) had a majority of 1349 over Dr John W. Wood (Conservative), and in North Victoria the Rev Edgar Watson (U F O) of Fenelon Falls defeated Dr Mason (Conservative), the late member, by 918 votes

Senators From Victoria.

In the Dominion Senate formed at Confederation Victoria county was represented by the Hon John Simpson, father of Dr J Simpson of Lindsay Senator Simpson had previously been elected twice to the Legislative Council of Canada from Newcastle District and when the Senate was constituted in 1867 he was appointed as one of its charter members. He died soon afterwards, however, and Victoria was without representation in the Upper House until February 1892 when John Dobson of Lindsay was appointed George McHugh of Lindsay joined him in the Senate in 1901 Senator Dobson died in 1907, but Senator McHugh is still active

Chapter XII.

A Schoolhouse Revolution.

It is impossible to understand the development of schools in Victoria County without some knowledge of the evolution of the school system of Ontario as a whole. A brief history of education in Ontario therefore follows as an introduction to the record of our county schools. For the convenience, however, of those who are not interested in systems and developments, this chapter has been divided into two parts, (A) and (B). By skipping the general history in (A), one may pass directly to the more intimate annals of the county schools in (B).

(A) General History of Education in Ontario.

It may well be pointed out here that the educational system of Ontario is divided into three stages—elementary or Public Schools, secondary schools and universities, each with definite limits and distinct functions. As only elementary and secondary schools have grown up in this county, the history of the universities will be passed over lightly.

Administration of School System.

The past administration of the educational system of Ontario falls into two main periods—a bureaucratic period, from 1823 to 1875, and a period of administration by responsible ministers, from 1873 down to the present.

In 1822, a General Board of Education for Upper Canada was established with the Rev. Dr. John Strachan as Chairman. This Board was too busy with clerical plotting to accomplish much for the benefit of the province, and ultimately disappeared.

On October 18, 1844, Sir Charles Metcalfe appointed the Rev. Egerton Ryerson as Assistant (and later Chief) Superintendent of Education for Upper Canada. An Act in 1846 provided for a General Board of Education (consisting of Ryerson and six other members appointed by the governor-general) and a Council of Public Instruction to look after the Normal School. These two bodies were amalgamated in 1850 as the Council of Public Instruction. Ryerson was the real administrator of education in the province until 1875, when he resigned.

In 1876, non-responsible paternalism ended and a Department of Education, with the Hon. Adam Crooks as responsible Minister, was formed. Subsequent Ministers of Education have been the Hon. G. W. Ross (1883-1899), the Hon. Richard Harcourt (1899-1904),

the Hon. Dr. R. A. Pyne (1905-1918), the Hon. Dr. Cody (1918-1919), and the Hon. R. H. Grant (appointed 1919.)

In the reconstruction of 1878, the Council of Public Instruction was replaced by a Committee of the Executive Council, which really functioned in a Central Committee of Examiners consisting of Professor George Paxton Young of Toronto University (as Chairman), the three High School Inspectors (J. A. McLellan, J. M. Buchan, and S. A. Marling), and four Public School Inspectors (J. C. Glashan, J. J. Tilley, G. W. Ross, and J. L. Hughes). The Central Committee of Examiners was succeeded in 1890 by a "Joint Board" of eight members, half of whom were appointed by the University of Toronto and half by the Department of Education. In 1896, this Joint Board became the Educational Council, consisting of nine university representatives, one High School representative, and one representative of the Public School inspectors. The Conservative government of 1905 changed this body into an Advisory Council of Education comprising twenty members, who represented all branches of the educational service. In 1906, as the new Minister was a physician and not an educationalist, the old office of Superintendent of Education was revived and John Seath, B.A., then junior High School Inspector, was appointed to the office. Seath was virtual dictator in the Department until his death in 1919. The Advisory Council was abolished in 1915 and no similar body created. No successor to Seath has as yet been appointed.

Public School System Develops.

The beginnings of our present elementary school system are to be found in a Parish or Common Schools Act passed in 1816 by the Assembly of Upper Canada. By this Act the people of any village, town or township might establish a Common School by building a school-house, furnishing at least twenty pupils, and electing three trustees. At the same time a District Board of Education of five members was appointed in each District by the governor for the purpose of superintending the Common Schools, distributing the annual government grant among the teachers, and making an annual report to the governor. There was to be a permanent yearly grant to each District of $1000 for salaries and $600 for books, the balance of the cost of school maintenance had to be made up by local subscription.

No advance on this legislation was made for over a quarter of a century. Strachan, who dominated the situation, did not believe in education except for the sons of the Family Compact Anglicans. The school-houses were log shacks without blackboards, maps or adequate text-books. Salaries were so small that boards often could hire only common idlers, impecunious vagabonds, or disabled and ignorant veterans. In 1841 there were 800 Common Schools in the province, serving about one in eighteen of the population. Not one teacher in ten was fully qualified. There was no efficient supervision and no way of enforcing improvements. Worst of all, few people had

any interest in education or any appreciation of its worth

With the union of the provinces in 1841 a great change began. The Municipal Act of that same year supplied local machinery working in harmony with a central government. School Acts were passed in 1841 and 1843, but were poorly drafted and did not work well. In 1844, the Rev. Egerton Ryerson, head of Victoria University, Cobourg, was appointed Superintendent of Education for Upper Canada. After a year of foreign travel and investigation Ryerson prepared the Common School Act of 1846. His aim was to supply training for the unqualified teachers of the province and then through the leverage of the government grant to compel Districts and school sections to employ qualified teachers to pay more adequate salaries, to use authorized text-books, and to provide proper buildings and equipment. The Act therefore provided for a Normal School and a Model School, situated in Toronto, at which teachers could secure technical training, and for a Superintendent of Schools in each Municipal District, who should examine every school at least once a year and report on its eligibility for the government grant.

The Normal School was opened in 1847 under the principalship of Thomas Jaffray Robertson. Up until 1871, teachers' certificates valid only in the county where granted, were issued by County Boards of Education. The Normal School began to issue general certificates in 1853. At last, in 1871, it was enacted that only the Normal School could grant first and second class certificates and that all that County Boards could bestow was a three-year third-class certificate to those who had passed a definite Departmental examination. A tremendous change had thus been brought about. In 1844, Ryerson had found all schools taught by teachers without certificates and without profession training. By 1875, every teacher in the province was certificated under Government examinations and a great many of them had been trained at Normal School. This and had not, however, been attained without many pitched battles with the friends of incompetent teachers and with trustees who wanted cheap teachers regardless of qualifications. Additional Normal Schools have since been established at Ottawa in 1875, at London in 1900, at Hamilton, Stratford, and Peterborough in 1908, and at North Bay in 1909. A system of County Model Schools was set up in 1877 but had practically disappeared by 1907.

In 1850, Ryerson passed a second Common School Act, which has often been called "The Charter of the Ontario School System." This Act permitted the levying of school taxes on all property and not simply on the parents of school-children, as had been done before, and the admission of all children free of charge. This ran sectarian schools practically out of business, for the denominational school, even though partially parasitic on government aid, was unable to compete with the free school. The Act was thus a deathblow to the efforts of busy clergymen to get education into their own hands and to train up the youth of the country in an atmosphere of prejudice. The Act also made Trustee Boards corporate bodies with

full power to levy taxes and to manage schools, subject to governmental regulations.

By another Act passed in 1871, the principle of free schools and general taxation for school purposes, made permissable in 1850, became compulsory. As a natural corollary, attendance became compulsory as well, for all children between the ages of eight and fourteen. Common Schools were renamed Public Schools. County inspectors of Public Schools who had to be qualified teachers with long and successful teaching experience, were appointed. Teachers were to make small payments towards a superannuation fund. This most vital scheme had been set going on an optional basis by Ryerson in 1854. It was abolished by the Mowat government in 1885 and was revived again April 1, 1917. All conscientious teachers are now giving it their full support.

During the past fifty years, while no great change has been made in the administration of the Public School System, many changes have been gradually worked into the curriculum.

Kindergartens were begun in 1882 and officially recognized by 1885. Since 1914, this work has received fresh impetus with the formation of a new Public School department, known as the Kindergarten-Primary.

The study of Agriculture was mooted as early as 1871 but nothing effective was done until 1907 when a system was worked out whereby graduates of the Ontario Agricultural College were appointed as County Agricultural Representatives and included school instruction in Agriculture among their duties. In 1918 such instruction was being carried on in 1020 Public and Separate Schools.

Domestic Science for girls and Manual Training for boys were introduced in 1900, the former by a Mrs. Hoodless and the latter by Wm. McDonald of Montreal assisted by A. H. Leake. In 1918 Domestic Science was being taught in 85 centres and Manual Training in 53 centres.

A system of Continuation Classes was originated in 1896, whereby pupils could receive, while still in Public School, advanced instruction similar to that of junior High School classes. In 1918 there were 137 of these Continuation Classes, with an enrolment of 5104 pupils.

Development of Secondary Schools

The antecedents of our High School system go farther back into the past than do those of our elementary schools. In 1798, some 549,217 acres of land were set aside to support free Grammar Schools and a University. An Act passed in 1807, made an annual grant of £100 to one Grammar School in each of the eight municipal Districts then established. These Grammar Schools were supposed to be classical seminaries after the model of the great English Public Schools. In practice, they were taught and controlled by Anglican clergymen and reserved for the children of the Family Compact oligarchy.

So incompetent did these schools become that in 1829 a Select

Committee on Education, appointed by the Assembly, recommended their abolition. They were, however, maintained by the influence of the Compact, and in 1830 their revenue and management was placed under the Council of King's College, an Anglican University whose charter had been secured in 1828 by Dr. Strachan.

No control of Grammar Schools was given Ryerson on his appointment as Superintendent in 1844. He succeeded, however, in having investigation made. It was found that in 1849 forty Grammar Schools had only eight matriculants altogether. Most of them were doing Common School work and doing it poorly.

A Grammar School Act which became law on January 1, 1854, made secondary schools part of the provincial system. Grammar School Trustee Boards, with power to levy rates, were to be appointed by County Councils. Legislative grants, though generous, were to be made only when balanced by local taxation. Strict supervision was to be conducted by Grammar School Inspectors appointed by the Council of Public Instruction.

Four years later, Ryerson founded a Model Grammar School at Toronto for the professional training of Grammar School teachers. This school was closed in 1863 and all such instruction given in the Normal Schools until 1865, when Training Institutes were set up in connection with the Collegiate Institutes at Hamilton and Kingston. In 1891, the Training Institutes were replaced by the Ontario School of Pedagogy, established at Toronto with James A. McLellan as principal. In 1896, this was affiliated with Hamilton Collegiate Institute as the Ontario Normal College. In 1907 Faculties of Education at Toronto University and Queen's University took up the work. And in 1920, these Faculties of Education were centralized at Toronto as the Ontario College of Education.

Ryerson drafted a second Grammar School Act in 1865. It was now necessary for headmasters of Grammar Schools to be graduates of universities in the British dominions. Half the Grammar School trustees were to be appointed by the council of the town or village where the school was situated. And the government grant was based on the number of pupils studying Latin or Greek. As a result, almost all the students in each locality, boys and girls, fit and unfit, were thrust into the Grammar School and set at Latin so as to secure a large government grant. The result was widespread demoralization of the school system.

George Paxton Young, one of the Grammar School Inspectors, diagnosed the case and prescribed the remedy in a High Schools Act which was passed in 1871. By this Act the term "Grammar School" was abolished and the name "High School" (borrowed from the United States) was substituted. The classical obsessions of the past were disregarded and provision made for training in advanced English, natural science, and commercial subjects. Languages became optional only. A departmental examination was also prescribed for all seeking admittance to High Schools. This examination, which still persists, was superlatively sensible in that it shut out all unfit

pupils and gave the High Schools a distinct status in the educational system. Considerable agitation against the Entrance examinations has been carried on in recent years but such efforts have been confined to doctrinaires, politicians, incompetent Public School teachers, and the zealous parents of stupid or lazy children. In cities like Toronto, where Public School staffs are comparatively permanent and inspection is incessant, promotion to High Schools on teachers' recommendations is perhaps feasible, but outside of urban centres the abolition of the Entrance Examination would soon demoralize our secondary schools.

The Act of 1871 also made provision for a superior class of High School, to be known as "Collegiate Institutes." The chief differences from High Schools lay in a higher standard of equipment and in "specialist" qualifications for teachers at the head of departments.

During the fifty years which followed, the outstanding phenomenon in secondary education in Ontario was the way in which the Universities and Normal Schools dominated and encroached upon the High Schools.

The earliest universities in the province were King's College (chartered 1828), Queen's College (chartered 1839), and Victoria College (chartered 1841). Many other colleges followed in the course of time, but all except three (Queen's, McMaster, and Western) have been affiliated with Toronto University under a federation scheme worked out in 1887.

For half a century, the courses of study in our High Schools have been almost wholly determined by the requirements laid down by the universities for matriculation into courses towards the professions and by the departmental requirements for entrance into Normal Schools and the teaching profession. No provision was made to meet the real needs of the great number of students who did not go beyond High School. For girls especially, the usual consummation of whose career is homemaking, and not the sterility of a profession, such a system was almost criminal in its insistence on useless subjects and its omission of training for domesticity.

Another weakness in provincial education was the way in which a bureaucratic Education Department in its passion for uniformity regardless of local needs, kept promulgating an everlasting series of elaborately detailed syllabi for the guidance of teachers of all grades down to the most obvious and trivial detail. The Department was apparently loath to credit any teacher with the administrative intelligence of an anthropoid ape.

A transformation was foreshadowed by the appointment in 1920 of a representative Committee to examine the secondary school system of Ontario and report on necessary or desirable changes in organization.

The report of this Committee is to take effect in September 1921, and will inaugurate many drastic changes. The secondary schools will now provide a five-year course consisting of a Lower School course of two years, a Middle School course of two years, and an Upper

School course of one year The study of English is compulsory throughout every year and the study of Canadian History and Civics, Physiography, Algebra, and Geometry each obligatory in the Lower School for one year only All other subjects are optional, but at least three and not more than five are to be taken each year Options are to be decided by the Principal and not by the student Provision is made for the study of Agriculture, Household Science, Manual Training or Indeed and subject whatsoever which the Principal and School Board may decide is desirable in the locality Pupils who do not wish to go beyond the High School may secure a Graduation Diploma by passing on 12 subjects, at least 6 of which are in the Middle School In all examinations pupils will be credited with every paper on which they obtain 50% The changes in the system are far reaching and will require at least two years for proper assimilation by our schools

Further drastic changes affecting both Public and High Schools will be made by a recent Adolescent School Attendance Act, which is supposed to take effect this September, more particularly in urban centres This measure is modelled after the Fisher Bill in England and provides that every adolescent between 14 and 16 years of age, with certain qualified exceptions, must attend school full time each year. Moreover, those between 16 and 18 who have not put in full time up to the age of 16 must take part-time instruction of at least 320 hours each year It will be vital, in the operation of this scheme, that such extra training shall be preparation for practical life and not a mere grind in an academic treadmill Special provision must also be made for the very bright child and the very dull child In most Public Schools at the present day, a downright crime is being committed against very intelligent children by holding them back to the pace of the average child and keeping them for the full term in each of an unreasonable number of class subdivisions On the other hand, most backward students have actual physical or mental defects or deficiencies and require individual examination and special instruction

Libraries and Technical Education.

Public libraries and industrial training are also integral parts of Ontario's educational system

As early as 1835, we find the government giving grants to Mechanics' Institutes at Toronto and Kingston These institutes aimed at providing class instruction adapted to the wants and circumstances of workingmen and at furnishing a reading-room as supplementary to such instruction In 1851, an Act was passed for the better management of Mechanics' Institutes and Library Associations, and in 1857 a Board of Arts and Manufacturers was incorporated to promote their growth In 1868, after Confederation, the Board of Arts and Manufacturers was abolished and the Mechanics Institutes placed under the Department of the Commissioner of Agriculture for Ontario Provision was made in 1872 for a semi-annual inspection

of Mechanics' Institutes by County School Inspectors, and in 1880 they were placed under the Minister of Education and incorporated into the provincial educational system. A Free Libraries Act, passed in 1882, then permitted Mechanics' Institutes to become free libraries, supported by a maximum tax of half a mill levied on the municipality, and in 1895 the official name was changed to "Public Library." Great financial assistance was given to most of the provincial libraries by the late Andrew Carnegie the Scotch-American millionaire. Supervisory control, however, has remained vested in the Education Department. An important revision of the Public Libraries Act in 1920 granted libraries the support of a municipal per capita tax of fifty cents.

The industrial class instruction of the old Mechanics' Institutes has largely disappeared from the modern Public Library and has been otherwise provided for. In 1905 a Technical and Art School was opened at Hamilton and in 1910 a large Technical High School began operations in Toronto. In the following year the Minister of Education established a sub-department known as the Department of Industrial and Technical Education, with Dr. F. W. Merchant as Director. Great progress has since been made and in 1920 there were 12 industrial day schools with 177 teachers and 4730 pupils and 48 industrial night schools with 845 teachers and 26,527 pupils.

(B) Elementary Schools in Victoria.

Only a few primitive schools grew up in Victoria county in the ill-regulated period prior to Ryerson's appointment as Provincial Superintendent of schools.

In Emily the first school was at Omemee. James Laidley and Captain Matthew Handcock were early teachers. The first school in Opa was the modern school section No. 9, long known as the "McNeely school." The first teacher here was Wm. P. McGraue, who came in from Cavan township in 1825. He taught at first in his own log home and then in a log school on the farm of Charles Cornell. The "Walker school," at the junction of the Mt. Horeb and Omemee roads, was also very early. The teacher here was Thomas Kent. In Mariposa, the first schools were at Oakwood and at Taylor's Corners. In Eldon the first teachers were Angus Ray, in a house on the Thorah side of the town-line, Lachlan Campbell, on Concession III, and John Groogan, on Concession VI. The first school in Verulam was taught by John Taylor in a log cabin on Bobcaygeon Island.

Under the Common School Act of 1843, Rev. Elias Burnham of Peterborough was appointed Superintendent of Schools for the Colborne District, a position which he held till 1850. His salary was at first £25 per annum, and was later raised to £50, a sum which was supposed to cover travelling expenses which far exceeded his stipend. Had he not possessed private means, he could never have carried on as he did at a dead loss for seven years of unremitting toil. His report for 1844 records a great deficiency of school-books, due to the poverty or indifference of parents. A fair number of children could read

and write, but neither grammar nor history was taught and geography was rare

Thomas Benson succeeded Burnham in 1851 at a salary of £130 per annum He resigned at the end of the year and his letter of resignation quoted hereinafter in part, is an eloquent commentary on conditions at that time — The first and most powerful motive which impels me to decline a reappointment to the office of superintendent of schools is the conviction that the amount of labor which the faithful discharge of its duties would entail upon the incumbent is more than any one person could possibly endure The distance which must he travelled over to complete one visit to each school section in this county would appear totally incredible to anyone who had not taken some pains to reckon up the numerous journeys It occasions, one visit could not he nearly accomplished in a quarter of the year at an average rate of travelling of twenty miles a day This rate, considering the state of most of the roads and the time which must be spent in properly examining a school, is greater than could possibly be maintained for a whole year . . . . Then upwards of six hundred communications have been received and nearly five hundred despatched The operation of a law but newly introduced entailed upon me the preparation of opinions and decisions which not infrequently required days of careful research, and much labor in furnishing numerous copies (All this having to be done personally and in pen and ink.) I do not exaggerate when I state that the office work alone of my situation has consumed more time and required more anxious exertion than is devoted to some of the best paid offices in the country I find that my health is not equal to the task this office imposes Frequent night journeys and change of quarters brought on a fit of illness which kept me from the performance of my duties for several weeks, every attempt to resume my journeys bringing on a relapse Moreover my personal expenses for the year, including travelling expenses, repairs, postage, and loss in value of a horse worn down have amounted to about seventy pounds, leaving only sixty pounds as compensation for services which occupied the whole of my time, to the exclusion of all other sources of income"

Benson, whose son was later Judge Benson, of Port Hope, was one of the outstanding Canadians of his generation He was killed in the great railroad disaster at the Desjardines Canal in 1857

After his retirement in 1852, a system of Local or Township Superintendents was set up By 1857 nine men (five in Victoria county and four in Peterborough) were carrying out the duties which he had borne alone

In 1857, Local Superintendents in Victoria were as follows —Rev Wm Briden, Omemee, supervising Emily, with 14 schools, A Lacourse, Lindsay, supervising Ops, with 10 schools, W H McLauchlin, Oakwood, supervising Mariposa with 20 schools, Peter H Clark, M D, Woodville, supervising Eldon, with 6 schools, Rev Daniel Wright, Fenelon Falls, supervising Fenelon, Verulam, Somerville, and Bexley, with 10 schools Some 4022 children were attending

school, of whom 2177 were boys and 1848 girls. Of the 47 schoolhouses 35 were log, 11 frame, and 1 brick. Some 39 schools were free, and 16 partly free. All the teachers held qualifying certificates. The average length of the school term was 11 months, 26 days. There had been 422 visits made during the year, chiefly by trustees and clergymen. No common school in the county was teaching Canadian history, but 12 were giving instruction in algebra and 7 in geometry.

In Lindsay, the first school had been begun about 1841 in a frame building which still stands at 23 Wellington Street. It was used as a school during the week and as a Methodist church on Sundays. In 1852 a frame school was built on the northwest corner of Kent and Albert streets.

Four years later, Roman Catholic Separate School classes were begun by John O'Donnell in the log church on the southwest corner of Lindsay and Russell streets. The attendance in 1857 was 114 and the teacher's salary £100. O'Donnell's immediate successors were Michael O'Neill (1858-60), John Murray (1860-61), John O'Brien 1861-62, and John Sweeney (1862-64). In 1865, the present white brick building was erected on the same lot as the log church. At the present day, there is a staff of three teachers with a registration of 154 boys. Roman Catholic girls to the number of 160 are given instruction in St. Joseph's Academy, Lindsay.

The frame Common School building in Lindsay was replaced in 1863 by a red brick Union School building, demolished in July 1921. This mangled adaptation of a mediaeval abbey was built with six class-rooms and projecting bricks on either side of the building outside for convenience in making additions. About 1870, the bricks on the west side were utilized by putting on a two-room addition. No one was ever made of those on the east side, for a policy of building extra ward schools was entered upon instead. At the present day Lindsay has four splendid Public School buildings, all comparatively new: the Victoria School in the East Ward, the King Albert School in the South Ward, the Alexandra School in the North Ward, and the Central School on the old site on the northwest corner of Kent and Albert streets. The registration in these schools last year was 1217, and the expenditure for maintenance $34,327.29.

In the county as a whole, the School Act of 1871 established two inspectorates, East Victoria and West Victoria. The inspectors then appointed were J. H. Knight and Henry Reazin respectively. Their successors in more recent times have been G. E. Broderick and W. H. Stevens, B.A., respectively.

In 1877, there were 135 schools in the county, of which 53 were brick, 41 frame and 41 log structures.

In 1920, there were only 103 rural schools but 74 were brick, 4 stone, 25 frame, and none of logs. The total value of rural school property and equipment in 1920 was $460,317.00, and the total expenditure on education for the year was $216,604.81.

The number of school-children has, however, decreased rapidly. In the rural Inspectorate of West Victoria, during the past 37 years,

while the number of householders has increased by 192, the number of children of school age has dropped from 6533 to 2479. The cause is obviously not migration to urban centres, but the voluntary limitation of families. As a result, many schools once prosperous are now almost deserted. There are five schools in West Victoria whose average total attendance is only 20 pupils, or 4 pupils to each teacher employed. Attempts have been made to improve the situation by "consolidating" school sections adjacent to Manilla and Woodville, but the movement has been defeated by the opposition of childless ratepayers. The consolidated school is, however, a make-shift and not a remedy, and would itself ultimately stand empty under continued race suicide.

The total value of all school property and equipment in the county today is $867,068.00, while the total expenditure on education in 1920 was $282,663.56.

Agricultural Instruction.

The first instruction in agriculture in this county was given in 1907 in connection with the Lindsay Collegiate Institute by Francis H. Reed, B.S.A., then newly appointed as County Agricultural Representative.

The present representative, Mr. A. A. Knight, has been holding courses in agriculture in connection with the Farmers' Clubs. He has also organized very successful school fairs in connection with the rural schools. In 1920, school fairs were held at Bobcaygeon, Burnt River, Cambray, Dalrymple, Downeyville, Dunsford, Fenelon Falls, Kirkfield, Little Britain, Oakwood, Omemee, Reaboro, and Woodville. In all, there were 2675 children and 1750 adults at these fairs. Entries of cooking, poultry, flowers, fruits, grains, and vegetables totalled 3779. Competitive garden plots, planted and tended by the children, exceeded 2000 in number. These fairs excite great interest and are undoubtedly a very effective form of instruction.

Secondary Education in Victoria.

No secondary schools appeared in this county until after the Grammar School Act of 1853. The Lindsay Grammar School was then established in 1854, the Omemee Grammar School in 1858, and the Oakwood Grammar School in 1859.

It may be convenient to treat of these schools in the reverse order.

The first teacher of the Oakwood Grammar School was George Murray, a B.A. of Oxford University, who was later known as one of Canada's most distinguished classicists. The school was at first built and maintained by the school section alone, but later obtained support from the township of Mariposa. It had a long career of exemplary usefulness and turned out hundreds of successful graduates, such as Dr. Wylie, M.P.P., George Thomas, Dr. Broad, Dr. Whiteside, J. L. Whiteside, H. J. Lytle, Judge McIntyre, Rev.

Thomas Brown, Rev J Hobbell, Rev C V Lake, Rev Isaac Weldon, Rev S J Cunnings, Donald Anderson, Frederick Shaver, and many others So important was Oakwood as a school centre that in 1887 some 45 students passed the Entrance there to 29 at Lindsay In 1888, an unedifying feud arose between the School Board and the Township Council, and the school was ultimately assassinated as a piece of municipal politics

The Omemee Grammar School was begun in 1858 in conjunction with the Common School The principal for nearly a quarter of a century was John Shaw, M A Perhaps the most distinguished graduate of the school has been "Formosa" McKay, the famous missionary The school buildings were destroyed by fire on November 13, 1884, and again on January 28, 1904, but were rebuilt Of recent years the registration of pupils has stood at about 40

The Grammar School at Lindsay was established in 1854 When the first attempt to sketch the history of the school was made in 1893, it was found that incomplete minutes of the Board of Education, dating back to 1857, indicated that the Grammar School had been in existence at least as early as 1855 The present author has since discovered, by research in the Dominion Archives, that a legislative grant of £100 was made to the Lindsay Grammar School in 1854

Classes were held in the Common School building, a small frame structure on the corner of Albert and Kent streets The sole teacher was William Daunt, whose wife had charge of all the Common School classes The total population of the village did not exceed 500 at this time

On February 5, 1863, a new Union School building of red brick, farther west in the same block, was opened This edifice, which was torn down in July 1921 ,was a mock mediaeval hybrid of monastery and barracks, with the air of a shoddy castle badly rue to seed Robert Hudspeth had become master of the Grammar School in 1861, while Francis Whalley and Jos A Clark had taken over the Common School classes Hudspeth was succeeded in 1866 by the Rev A Murray, then but recently arrived from Scotland, and the latter in 1876 by Henry Reazin Reazin retired at the close of 1879 to become Public School Inspector for West Victoria Alfred M Lafferty, M A , then became principal As the headmaster of the High School was then also head of Public Schools, Lafferty asked for an assistant, and, on meeting with a refusal, resigned His successor from 1879 to 1883 was Robert L Dobson

The following list of successful Entrance candidates from 1872 to 1876 may be of interest —1872, R G Cornell, John Woods, Charles Reeves, Robert McDougall George Patrick, James C Grace, William Johnson, 1873, George Bigelow, Jas M Knowlson, John Baxter, John McIntyre, J C Whyte, James Watson, 1874, A Bryson, Wm Fee, Hugh McLachlan, W D Best, 1875, Alex Morrison R J McLennan, T Nugent, Alex Skinner, E C Young, N McMurchy, George Fowlie, S J Mason, 1876, A Freeman, T Macaulay, W A

McLennan, R M Spier, Jas Curtin, S Malone

In 1876, Thomas C. Patrick, the first matriculant of the school, passed into law school. By 1885, the number of matriculants had risen to 4, and there was an average of 6 for the three years 1904-06. In 1920, the school passed 34 pass matriculants, and 14 honor matriculants, in addition to securing 40 second class certificates and 7 first class certificates. Another promising record was that of 1915 when there were 22 first class certificates, 36 second class certificates, 49 third class certificates, 5 honor matriculants and 24 pass matriculants.

The school has also had a gratifying scholarship record, as follows:—1880, Roderick McLennan, Queen's scholarship in mathematics; 1881, B S Vanstone, third general proficiency scholarship, Toronto, 1885, W H Mills, Registrar scholarship, Queen's, 1886, Fred R Hasp, classical scholarship, Queen's, 1893, Jessie Brown, two Toronto scholarships in classics and general proficiency, 1897, E J Kylie, classical scholarship, Toronto, 1898, Mary Macdonald, proficiency scholarship, 1901, F A Jackson, scholarship in Latin, French and German, 1901, W C Way scholarship in mathematics, Queen's; 1910, Henry Philp, scholarship in mathematics, Queen's, 1910, Dorothy French, four different Toronto scholarships in Classics and Moderns, 1911, Leigh Crness, scholarship in Mathematics, Queen's, 1913, J M Clark, scholarship in Mathematics Physics and Chemistry, 1913, George Hardy, first Edward Blake Scholarship in Classics and Mathematics, Toronto, 1913, Watson Kirkconnell, eight different Queen's scholarships in Mathematics English and History, Moderns and general proficiency, 1921, John Lucas, scholarship in Mathemetics, McMester.

The attendance rose from 82 in 1877 to 188 in 1881, then dropped to 115 in 1885, and has since risen steadily to 207 in 1907 and to 374 in 1921. The number of teachers has grown from 4 in 1882 to 7 in 1909 and to 11 in 1921.

In 1880, W E Tilley, M A, became principal. He was succeeded in 1884 by Wm O'Connor, B A, and the latter in 1887 by J C Harstone, B A. Mr. Harstone continued as principal until 1908. Associated with him during his incumbency were Messrs R H Walker, F F McPherson, John Head, E A Hardy, J C Corkery, J H Collins, Geo H Cornish, W H Stevens, J S McLean, Luther Taylor, and Ches P. Muckle, and Misses Addison, Staples, Elize Fitzgerald, Sophia Marty, Alice Wilson, and Julia Hillock.

In 1888, a new school building was completed on the corner of Kent and Adelaide streets. This was a three-storey structure of red brick on a foundation of white Bobcaygeon stone, 74 feet square. Its accommodation included 7 class-rooms, an Assembly Hall, 40 feet by 72 1-2 feet, planned to seat 700, and a stage 39 feet by 25 feet. The architect was Wm. Duffus and the contractors Messrs. McNeely and Weiters. The total cost was $27,000.

The new school was formally opened on January 22, 1889, by the Hon G W Ross, then Minister of Education. It was now raised

from the status of High School to that of Collegiate Institute.

A cadet corps, later registered with the Militia Department as No 44, was organized December 23, 1885, under the stimulus of the approaching Boer War The corps originally comprised only a limited number of the senior boys but was reorganized in 1910 as a cadet battalion, including every boy in the school During the World War of 1914-18, some 264 ex-members of the corps served in the Canadian Expeditionary Force and 28 gave up their lives in the cause

On December 28, 1888, a great Alumni Re-union and Conversazione was held and in 1895 a semi-centennial celebration was staged

In 1908, T A Kirkconnell, B A, the present principal, assumed control His associates since that time have been as follows —Science, Howard Rosevear D A McKay, Thos Firth ,English J F Macdonald J Newman, E W Jennings, Classics J A Freemen, R A Croskery, E A Miller, Chas Owens, Arthur Hooper, Walter Clark, P K Hambly, Moderns Miss Allen, Miss Teskey, Miss M I Whyte, Miss Gibson, Miss Bristol, Mrs Cameron, Miss M Montgomery, History Gordon Menning, Albert O'Neill, M Erb, A Johnston, junior work L Wheelton, M Rogers, R A A McConnell, F H Blesonette, J S Crerar, G S Mattice, R Kerfoot, M Brokenshire, F H Barlow, Miss K Moir, Miss D Morley Miss Vanalstyne, Miss Corkery, Miss Shook, Miss E Davis, Commerce G A Robertson, G A Lucas

The growth of school population made necessary the building of a new wing, consisting of four class-rooms, two private rooms for principal and male teachers respectively, and a gymnasium 80 feet long by 40 feet wide This addition to the school was opened March 1, 1910, by President Robert Falconer of Toronto University. In 1921, accommodation has again become painfully inadequate

The chairmen of the Board of Education of Lindsay for the past 64 years have been as follows —1857, Rev J Hickie; 1858, G M Roche, Esq , 1859-65, Rev. J. Vicars, B A ; 1866-67, J Fidler M D , 1868, Hon S C Wood, 1869, 1871-72, 1874-75, John McLennan, M A ; 1870, Adam Hudspeth Esq ; 1873, Lawrence Maguire, Esq ; 1876-85 Wm Grace, Esq , 1886-90, Adam Hudspeth Q C , M P ; 1890, Hon John Dobson, 1891-93, J R McNeillie, Esq , 1900-12 Thomas Stewart Esq , 1913-16 J D Flavelle, Esq , 1915-17, Alex Jackson, Esq , 1917-21, John W Anderson, Esq

Public Libraries in Victoria.

A magazine reading-room was founded in Lindsay in May 1880, and was supported by an annual fee of six dollars from each of 120 of the leading citizens It was located next to Thomas Beall's store in the present Dundas and Flavelle block

On January 10, 1880 it was reorganized as a Mechanics' Institute under the librarianship of H A Wellis, over Dobson's store on the southeast corner of Kent and William streets. In 1884 drawing classes were held by A Reading, a graduate of the Ontario School of Art The Institute was opened as a Free Public Library March

23, 1899. Negotiations with Andrew Carnegie were entered into in 1902 with a view to financing the construction of a library building, and $13,500 was secured on the town's guarantee of a minimum annual grant of $1250 for maintenance. A red brick structure in modern Greek style was opened to the public July 5, 1904. In 1920, the shelves contained 7901 volumes, the legislative grant was $251.45, and $2145.31 was spent on books and salaries.

There are also free public libraries at Little Britain and Oakwood, with 3024 and 2177 volumes respectively, and association libraries at Manilla with 5065 volumes, at Fenelon Falls with 4837 volumes, at Bobcaygeon with 3406 volumes, at Kirkfield with 2513 volumes, at Cambray with 2330 volumes, at Omemee with 1716 volumes, and at Kinmount with 1617 volumes.

Technical School Founded.

In the autumn of 1919, an Industrial and Technical School was organized in Lindsay under the direction of T. A. Kirkconnell, B.A., LL.D., Principal of the Collegiate Institute. There was a registration of 880 pupils, to whom instruction was given by a staff of 14 teachers. The only fee was $2.00, refundable in all cases where 75% attendance had been made. All classes were held in the evening in the Central public school building. Tuition was given in Shop Mechanics, Drafting for Woodworkers and Ironworkers, English, Commercial Subjects, the Railroad Airbrake, and Sewing and Dress-making. The term lasted from November 1, 1919, to March 31, 1920. Interest was sustained until the end. The most gratifying feature of the work was that the pupils registered were in the great majority of cases precisely those persons (clerks, artisans, mechanics, housekeepers, etc.,) who might be expected to reap immediate benefit.

In November 1920, the Night School was reopened under the principalship of Thomas Firth, M.A. The subjects of Motor Mechanics, Millinery, and Home Nursing were now added to the curriculum. The future possibilities of the school, as a institution for the continual education of the adult community, are very great indeed.

Present Needs of our Schools.

In spite, however, of all the development of Victoria county's schools, as already sketched, and in spite of heavy expenditure in the past and the present, our school system is still far from perfect.

Perhaps the most pressing need of the times is a proper medical inspection of all school children. The system began in Belgium in 1874, has since been adopted in France, Germany, Austria, England, Japan, many of the United States, British Columbia, Manitoba, Saskatchewan and Alberta, and only found favor in the supposedly enlightened province of Ontario in 1919. The Department of Education then began to urge its adoption and to assist in conducting medical surveys. In one case out of 2203 children examined, fewer than 100 were found to be without defects, and of the great number of defec-

tives about 85% were curable by the simplest kind of a surgical operation. If the defects were not remedied, the children would in some cases be condemned to lives of comparative uselessness; while in all cases their powers would be impaired, their progress retarded, and the seeds of incurable disease perhaps planted. Another survey conducted this year in three townships in Lambton county found that out of 1286 pupils examined 32% were defective. Such instances could be multiplied by reference to other surveys.

Victoria county still remains in heathen darkness in this matter. In November 1920, the local Women's Institute sought to stir the school authorities up to action. The movement has, however, been blocked, apparently through the hostility of the doctors, who should be the most enlightened sponsors of the project but who are perhaps unable to agree to co-operate because of incompatability of professional temperament. It is to be hoped that the Women's Institute will refuse to accept defeat, for the need is urgent and neglect is a menace to the community.

Another necessary measure, affecting only the outside students in attendance at the Collegiate Institute, is the ensuring of proper lodging and guardianship. A residence or hostel for the girls, run at cost and headed by a responsible matron, is very desirable, for protection is needed today from a pack of wolves whom the pioneers knew not of. Boarding-houses, too, should be supervised not officiously but maternally and with only the students' interests at heart.

In the larger public schools, we shall soon hope to see applied a new method of grading children according to intellectual capacity. A school of modern psychologists, beginning with Alfred Binet, a Frenchman, in 1904, has worked out a remarkable system for measuring intelligence, or the capacity of the mind, rather than the actual knowledge accumulated through study. The tests employed demonstrate the vast difference in intelligence which all teachers know to exist between one child and another, and solve most problems associated with retarded or precocious children by enabling the teacher to assign them tasks commensurate with their actual ability. The actuality of the results obtained have been vindicated for all time by wholesale experiments on the American Army, and the time is not far distant when our Ontario school system will recognize, measure, and accommodate the individual differences in intelligence between child and child.

Manual training for boys, more particularly in the town schools, is much needed. The aim of education is not the accumulation of stores of miscellaneous information, which the adult gets from encyclopedias, dictionaries, and other works of reference, but the training of the mind to deal with life's problems when maturity is reached. The development, through intricate training, of a great variety of muscles, especially those of the hand, brings corresponding growth to the brain centres by which they are controlled. The country boy, through his use of many implements and tools, has thus an immense advantage in actual brain development over the modern town boy. The only

practical remedy for this deficiency in the life of the town boy is to supply classes in manual training.

This need not be detrimental to efficient training in the three R's. It has been conclusively demonstrated by modern psychologists that in each subject there is a time limit within which the best results are secured and beyond which instruction is non productive. For example, half an hour a day on arithmetic and ten minutes on spelling have been found to give as good results with Public School pupils as an hour and a half on arithmetic and forty minutes on spelling. Obviously, ample time can be spared for manual training.

For girls, training in domestic science cannot be too strongly advocated. Our school system has been planned for boys and no provision has been made for girls. From the time that little girls of six or seven begin their primary work in the public schools until the day of their graduation from a university, no class of any kind is, as a rule, provided that has any bearing on their ultimate paramount duty of home-making. Domestic science is a crying need in our Victoria county schools, and government grants are so generous that the municipal cost would be insignificant.

The relationship of girls to higher education is an advanced form of this problem. Statisticians have secured data as to the families of all graduates from a number of leading women's colleges during the period 1850-1890. It has been found that the average graduate is represented in the next generation by 0.86 of a child. For every 5 possible mothers, there are only 2 daughters. In a century, every 100 of such women would be represented by 4 sickly great-granddaughters. If the entire population of Canada were to perpetuate itself at such a rate, it could, in three centuries, be housed comfortably in Penelon Falls or Bobcaygeon.

Something must be radically wrong with an educational system which has such appalling effects on womanhood. The scientific explanation is that the stress of advanced studies burns up in brain activities the energy which would normally go toward the maturing of the natural functions, and so virtual sterility is brought about.

But a still wider accusation touches the wrong perspective of life which is given the higher student. She either strains over heavy male courses, designed to fit her for an independent position in a male civilization, or else toys with easy trivialities. All too often, as a result, the essentials of existence are lost to her, her instincts are prevented from reaching normal maturity, she comes to regard motherhood as a clog on a wheel of intellectual interests or social indulgences, and all thought of racial responsibility and of racial morality is deadened. Our system of feminine higher education needs a drastic recasting before it will cease to be a menace to womanhood and the race.

Chapter XIII.

Military Annals of Victoria

The essence of the militia system is as old as Anglo-Saxon history. The recognition that citizenship involves the responsibility of military service (as well as the establishment of laws for the enforcement of such service), is part and parcel of our racial inheritance. On careful retrospection we find that in Saxon England all freemen between the ages of 15 and 60 who were capable of bearing arms were bound, under heavy penalties, to go forth at the king's summons to the "fyrd" or general levy. The levy of each shire took the field under its "alderman" or military chief. Its service held a double aspect. As a civil force the levy was known as the "posse comitatus," which might be called on to arrest criminals and suppress riots. As a military force it was called out to defend the realm in civil war or against foreign foes.

This general levy was always difficult to raise and hard to keep together, so that the Saxon kings depended much more, especially for foreign wars, on a well-armed semi-permanent force of military dependents or thanes, to whom they granted land on the condition of military service. The Norman Conquest substituted for the thanehood a similar but much more rigidly feudal aristocracy of Norman war-lords. Norman feudalism petered out in the course of six centuries, and in 1660 Charles the Second abolished the obsolescent feudal levy and substituted a small standing army on the basis which still serves today.

The liability for all able-bodied men to serve in the general levy, however, still continued. The summons to serve would be issued in each case by the sheriff of the county in the form of a royal writ or "commission of array." By the end of the sixteenth century the practice had become established of selecting from peace-time musters a convenient number of men for annual drill and intensive training. The command and control of these Trained Bands became one of the principal subjects of dispute between Charles the First and the Long Parliament, and in the protracted controversy the word "militia" first came into general use. By a Militia Act of 1662 the training of small county bands was discontinued and a system set up re-establishing the direct responsibility of all property owners to give service or substitutes of men, horses, and money in proportion to the value of their property. Amendments have been made to this Act from time to time, but its provisions summarize fairly well the an-

cient system, which, through various statutory phases, has persisted even to our own day.

Early Militia Organization in Canada.

When Canada passed under British control in 1763, her new rulers soon imposed the traditional militia system of their race. In the form of levy which was ultimately accepted for many years, all the able-bodied men of the country between 18 and 60 were organized into battalions of "sedentary" militia. Every member of these battalions was supposed to provide himself with arms and ammunition. Officers were appointed by the Crown to command and discipline the respective units. Parades were held for two days in each year for drill and the inspection of arms.

The Militia were liable to service in time of war, rebellion, riot, or invasion, and could be kept mobilized for not more than six months. Quakers, Mennonites, and Tunkers paid an annual exemption fee of twenty shillings in peace time and ten pounds in war time.

No pay was issued to militiamen. On the contrary, militia officers were actually mulcted certain fees on receiving their commissions. The scale of such deductions was as follows:—Lieut-Colonels, 30 shillings, Majors and Captains, 20 shillings, Lieutenants, Paymasters and Surgeons, 15 shillings, Ensigns and Quartermasters, 10 shillings. These fees were collected by the Officer Commanding and remitted to the public treasury.

Local Militia in 1828 and 1839.

The first record to be found in the Archives at Ottawa of any militia organization affecting the townships now included in Victoria County is under the date of 1828 in that year the 2nd Regiment of Durham Militia, commanded by Lt.-Col. Robert Henry, had Christopher Knowlson of Omemee as one of its captains, and numbered Wm. Cottingham, James Laidley, Samuel Cottingham, John Knowlson, Francis Henderson, and Wm. Fee among its lieutenants. This unit was called out in 1837 ,but took no part in the skirmishes of that uneasy year.

In 1839 all laws relating to the organization and training of the Militia were reduced into one Act. Under this statute a general reconstruction of units took place. The land-holders of Emily and Ops became the 4th Regiment of Durham Militia, and those in Verulam, Fenelon, Eldon, and Mariposa the 5th Regiment of Durham Militia.

The personnel of the regimental staffs was as follows —

4th Regiment of Durham Militia.

O. C.—Lieut.-Colonel John Logie.

2nd-in Command—Charles Ruttan.

Captains—Edward Davidson, Francis Henderson, Wm. Cottingham, Christopher Knowlson, Josias L. Hughes, Thomas Rea, Sr., Angus McDonald, Jesse Purdy.

Lieutenants—Samuel Cottingham, Cheesemen Moe, Alex Logie, Richard Hughes, Thomas Sowden, Isaac Rea, Gerald Patterson, Hassard Purdy, John Millier.

Ensigns—Charles Hamilton, Edward Davidson, Wm John Logie, Richard Davidson, George Henry Mermlon, Roger McHugh, Terence Brady, Richard Shaw.

5th Regiment of Durham Militia:

O C—Lt.-Col A S Fraser.

2nd-in-Command—Major Jas Wallace.

Captains—Thomas Need, John Langton, Robert Dennistoun, Duncan Cameron, Jacob Ham, James Dunsford, Mossom Boyd, Samuel Davidson, Hector McDonald, Gavin Hamilton.

Lieutenants—George Toker, Hartley Dunsford, Israel Ferguson, Geo Hamilton Dundas, Edward Atthill, Benjamin Beresford, George Dunsford, Alexander Dennistoun, Henry Thomas Wickham, Charles Hore.

Ensigns—Morgan Richard Jones, Alex. Ross, Robert Hamilton, Joseph Parker, Martin Dunsford.

The two units mustered 633 and 523 (all ranks) respectively.

Changes in 1847 and in 1851.

In 1846 the Oregon Boundary dispute with the United States was made crucial by the mouthings of demagogues who clamored for "Fifty-four forty-or-Fight." Under the tensity of this menace the Canadian government passed a new Militia Act and prepared to set its house in order in the event that hostilities should break out.

The townships of our present county became, in January 1847, part of a new organization. The militiamen of Emily, Verulam, and Somerville now constituted the 4th Battalion of Peterborough Militia, those in Ops, Fenelon, and Bexley the 5th Battalion of Peterborough Militia, and those in Mariposa and Eldon the 6th Battalion of Peterborough Militia. On the incorporation of Victoria County in 1851, these units became the 1st, 2nd, and 3rd Battalions, respectively, of Victoria Militia.

Their staffs were as follows —

4th Peterborough (later 1st Victoria) Battalion

O C—Lt-Col Edward Davidson.

2nd-in-Command—Major Francis Henderson.

Captains—Wm Cottingham, Christopher Knowlson, James Dunsford, Mossom Boyd.

Lieutenants—Chas Hamilton, Edward Davidson, Jr.,

Ensigns—John Sullivan, Charles Hartley, Joseph Lee.

5th Peterborough (later 2nd Victoria) Battalion

O C—Lt.-Col A S Fraser.

Captains—Alex. Logie, John Graham, Thomas Keenan, Wm McDonell, Thomas Rea.

Lieutenants—Isaac Rea, Roger McHugh, G M Roche, James

Graham, John Pyne

Ensigns—James Maloney, Martin Hogan, Charles Logie, G D Brock, Horatio Stephenson, Thomas Pyne, James Finnigan

6th Peterborough (later 3rd Victoria) Battalion

O C—Lt -Col Samuel Davidson

2nd-in-Command—Major Hector McDonald

Jr Major—Major Elridge R Irish

Captains—Andrew McPherson, William Webster, Wm McCready, James McPherson, Israel Ferguson, John R Lytle, W Davidson, James Worsley, Donald Campbell, John Wylie, Matthew Emmerson

Lieutenants—John Haight, Neil Smith, Edward Mather, Hugh McFadyen, Wm Foster, Stephen Dundas, Alexander McLean, James Davidson, Henry McNeil, Duncan McFarlane, Alexander McTaggart

Ensigns—John McLaughlin, Charles Ross, Patrick O Brien, Robert Ewing, Wm Stephenson, John Kingsend, Joseph Perrin, James Foster, James Emmerson, Sidney McKenzie, Thomas Clark, Samuel Irwin

Effects of the Trent Affair, 1861.

The year 1861 brought a new war scare and consequent reactions in the defensive organization of Canada. The American Civil War was in progress. On November 8, an over-zealous Federal captain, Commodore Wilkes of the U S S "San Jacinto" stopped the British steamer "Trent" on the high seas and took off by force two Commissioners of the Confederate Government who were on their way to London and Paris. Britain demanded reparations and an apology for this affront, and, for a time, war, involving Canada, of course, as a British dependency, seemed imminent. The militia was got into a state of comparative readiness, while many volunteer infantry and rifle companies were raised and drilled. In Lindsay the "Queen's Own Lindsay Rifles" were organized on December 20, 1861. The officers were Captain John David Smith, Lieut. Adam Hudspeth, and Ensign Robert Green. Fortunately, however, the apprehended emergency had not to be faced. The wise diplomacy of the Prince Consort in England and of Lincoln in the United States healed the breach. The stimulus of danger passed. On August 18, 1865, the Queen's Own Rifles were officially disbanded.

A more permanent result of the Trent Affair came through the appointment in 1862 of a Royal Commission to consider a more effective reorganization of the militia. As a result of its deliberations there was created in 1863 a Militia Department presided over by a cabinet minister. Provision was made for an active or volunteer militia force of 35,000 men, backed by a sedentary militia of first and second class service men and reserves. While many minor amendments to this system have been made from time to time, the most important reconstruction was accomplished by a Militia Act introduced in 1904 by Sir Frederick Borden, then Minister of Militia. By this

Act Canada was divided into thirteen military districts, each under a District Officer Commanding. All male inhabitants between the ages of eighteen and sixty were to be liable for military service. The first line of defence in time of war, as well as the training school of the nation in time of peace, was to be the Active Militia, with its authorized establishment and annual training. The rest of the eligible classes of the population might be called out to serve in times of emergency, as was done with certain classes by the Military Service Act of 1917.

The Fenian Raids Stimulate Enlistment.

But let us return to the sixties. After the Trent affair, the next stimulus to defensive zeal came from the Fenian raids. In 1865 the American branch of the Fenian Brotherhood (more recently reincarnated as the Sinn Fein) planned an invasion of Canada to avenge the failure of an uprising in Ireland. On June 1, 1866, a force of 1500 Fenians, chiefly veterans of the Civil War, crossed the Niagara River under the command of General John O'Neil, and reached Ridgeway by the following morning. Here they inflicted a sharp defeat on a Canadian force of 850 men under Lt.-Col. A. Booker. Stronger contingents menaced them, however, and they withdrew to the American side.

The immediate effect of this initial loss to the Canadians was the enthusiastic organizations of defence forces throughout the whole country. In Victoria county three independent infantry companies were formed at Lindsay, Omemee, and Bobcaygeon respectively.

The Lindsay company was officered by Capt. John D. Smith, Lieut. Adam Hudspeth, and Ensign George Matthews. The Omemee company was under Capt. W. H. Cottingham, Lieut. J. J. English, and Ensign Thos. Stephenson. The officers of the Bobcaygeon company were Capt. H. D. Sheffield, Lieut. Gardiner Boyd, and Ensign Lewis Parker.

While the Fenian menace lasted, the companies drilled every evening and three afternoons a week. They were, however, to have no share in active service for the Fenians' first success was their only success and every subsequent foray became a fiasco.

History of the 45th Regiment.

On November 16, 1866, the 45th "West Durham" Battalion of Infantry was organized with headquarters at Bowmanville and four companies in Bowmanville, Orono, Cartwright and Newcastle respectively. Its Commanding Officer was Lt.-Col. Frederic Cubitt.

The three independent companies in Lindsay, Omemee and Bobcaygeon died a natural death. Two new companies of the 45th Regiment were then organized, No. 5 in Omemee and No. 6 in Lindsay. The officers of the former company were Capt. Wm. Cottingham, Lieut. Jas. English, and Ensign Wm. Bell; and of the latter company Capt. John Thirkell and Lieut. Ben Ross.

The succeeding years were to witness the gradual shifting northward of the 45th Regiment. In 1875 No. 2 Company was established at Fenelon Falls instead of at Orono. In 1894 Lt.-Col. Cahitt was succeeded in the command by Lt.-Col. John Hughes and he in turn, on June 9, 1897, by Lt.-Col. Sam Hughes, M. P.

Under this new commander the headquarters of the unit were transferred from Bowmanville to Lindsay, and its title altered to "The 45th Victoria Battalion of Infantry." By this reorganization, No. 1 company was at Cameron, Nos. 2 and 3 at Lindsay, No. 4 at Omemee, No. 5 at Janetville, and No. 6 at Woodville. In 1905 No. 3 Company was shifted from Janetville to Fenelon Falls and the transformation from a Durham county unit to a Victoria county unit was complete. Since that time the location of the companies has varied, but has always remained within the limits of Victoria county and the subsidiary county of Haliburton on the north. In addition to the stations enumerated above, Bobcaygeon, Little Britain, Oakwood, Norland, Tory Hill, and Haliburton have also been company hearquarters at one time or another. In 1920 the unit was reorganized as the "49th Victoria and Haliburton Regiment."

Lt.-Col. Sam Hughes was succeeded on Jan. 21, 1903, by Lt.-Col. Robert Sylvester. Subsequent commanding officers have been Lt.-Col. Fred Holmes Hopkins, appointed Sept. 6, 1912, Lt.-Col. J. J. H. Fee, appointed October 14, 1914, and Lt.-Col. R. H. Anderson, appointed October 12, 1919.

The Saskatchewan Rebellion, 1885.

The militia of Victoria County have seen active service on three occasions, viz.: in the Saskatchewan or Second Riel Rebellion of 1885, in the Boer War, and in the World War of 1914-18.

The Saskatchewan Rebellion was the result of sheer stupidity on the part of the Canadian government. The Northwest Territories had been taken over from the Hudson Bay Company in 1870, and the Canadian Pacific Railway had been begun in the early eighties. The half-breeds or Metis along the Saskatchewan River asked that they be given a legal title to the land which they occupied. The government admitted the justice and reasonableness of this request but with criminal inertia allowed the matter to go unheeded in spite of urgent solicitation by the North-West Council and others who saw the rising storm.

At last the tempest broke. The half-breeds found that constitutional agitation was hopeless and began open hostilities. On March 26th, under Louis Riel, the outlawed leader of a similar rebellion in Manitoba in 1870, and Gabriel Dumont, a resourceful half-breed, they defeated a detachment of Mounted Police at Duck Lake, killing twelve and wounding twenty-five. Two Indian chiefs, Poundmaker and Big Bear, at once went on the war-path, the former near Battle-

ford and the latter at Frog Lake and Fort Pitt, farther to the northwest

The solons at Ottawa now awoke at last and ordered the mobilization of a punitive force. Part of the contingent thus called out was a "Midland Battalion" of infantry, consisting of two companies from the 46th Militia Regt, and one each from the 15th, 45th, 47th, 49th, and 57th Regiments. The Officer Commanding this unit was Lt.-Col. A. T. Williams, of Port Hope, the Senior Major was H. R. Smith, of Port Hope, and the Junior Major Colonel Deacon, of Lindsay.

The personnal of the 46th detachment from Lindsay and the surrounding district was as follows:—Major John Hughes, Capt. J. C. Grace, Lieut. George E. Laidlaw. Color-Sgt. McMurchy, Sergeants Christie and Holtorf, Corporals McKee and Hall, Privates Barton, Bennett, Brown, Bunting, Charlton, Crawford, Fishley, Fryer, Gregory, Gain, Gamble, Galbraith, Henry, Hepburn, Higgins, Irwin, Jeffrey, John, Just, Kayley, Keegan, Keele, Latimer, Lee, McDonald, Moore, Moyse, Pratt, Porter, Savage, Skinner, Smith R., Smith S., Turner, Veitch, Williamson, Wilson J., Wilson W., and Woods.

On April 1, 1885, these troops left Lindsay to report at Kingston. Five days later the Midland Battalion, mustering 363 men and 34 officers, entrained at Kingston for the scene of action. The section of the C.P.R. lying to the north of Lake Superior was not yet complete and on April 12th the battalion marched twenty miles in a blinding snow-storm across the ice of Lake Superior to cover a gap in railway service. They reached Winnipeg on the 14th and went into camp at Swift Current on the 15th. General Middleton, the Commander-in-chief in the North-West, now had a force of 4,350 infantry, 650 cavalry, and 300 artillery. He divided this force into three columns. The first was to march under his own command to attack Riel and Dumont at their headquarters at Batoche. The second, under Lieut.-Colonel W. D. Otter, attacked Poundmaker near Battleford. The third, under Major-Gen. Strange, marched from Calgary towards Edmonton, near which Big Bear was supposed to be encamped.

Lindsay Soldiers Lead Batoche Charge.

By the time the Midland Battalion arrived at Swift Current, General Middleton's column had already set out and had been severely singed by an ambush at Fish Creek. The Midland Battalion came down the river on the steamer Northcote and joined Middleton on May 5th. Four days later they faced the rebel position at Batoche. Here the enemy had established a strong line of rifle-pits across a scrubby ravine. Two days were spent in ineffectual skirmishing. On the afternoon of the 11th of May the force was brought out again, with orders to skirmish and snipe but not to charge the enemy's position. The troops were greatly exasperated by such warfare, however, and as soon as they got into touch with the enemy "C" Company (the Lind-

say volunteers) of the Midland Battalion launched a charge against the rifle pits. They were at once supported by their comrades and by the Grenadiers of Toronto, and swept down the ravine through the dense, scraggy underbrush. General Middleton accepted the situation and ordered all the rest of his force into action. Batoche village was soon captured and the backbone of the rebellion broken. Riel was taken prisoner on May 22nd, and Dumont fled to the States.

Meanwhile Colonel Otter's column had accepted heavy losses in an attack on Poundmaker at Cut Knife Hill on May 2nd. The object of this attack had been to prevent a junction of the forces of Poundmaker and Big Bear and their combined march to Batoche. At the cost of eight killed and thirteen wounded, Otter achieved this objective. Poundmaker thereafter remained inactive and soon surrendered to the joint forces of Otter and Middleton.

General Strange, with his third column, the Alberta Field Force, was unable to come to grips with Big Bear, but succeeded in keeping that chief so continually on the move that he at last repented of his hostilities and gave himself up.

The net results of the rebellion were that the half-breeds received all that they had originally sought and that Canada paid $5,000,000 for a campaign brought on by the stupidity of her politicians.

The Victoria County Rifle Association.

The Saskatchewan outbreak aroused fresh interest in rifle practice, and on May 29, 1885, the Victoria County Rifle Association held its first match. J. A. Williamson, of Lindsay, made the highest aggregate score and took first prize in the "all-comers' match. Robt. Sylvester, of Lindsay, carried off the county council cup in the "association match."

The first range was in the 4th concession on a farm owned by one Twohey, west of the present House of Refuge. On May 24, 1892, a new 600-yard range was opened at the head of Lindsay street north, north of the town limits. This was superseded in turn by a range on the James Hopkins farm, northwest of the town. About a decade ago, Dominion regulations were passed requiring a clear zone of 2500 yards (practically a mile and a half) behind the targets on every rifle range. No such conditions could be secured in South Victoria, and the Rifle Association collapsed.

During the history of this local rifle association one of its members, Major J. A. Williamson, visited England twice, in 1892 and in 1894, on the Canadian Bisley teams. On his first trip he made over $100 in prize money.

Events Leading up to Boer War.

The second war in which men from Victoria County saw active service was the Boer War of 1899-1902.

The origins of this struggle are to be found as early as 1814

when, after the Napoleonic wars, England took over, for £6,000,000 compensation, Cape Colony, a possession of Holland, who had been an ally and dependent of France. The Dutch colonists, or "Boers," were greatly incensed at the subsequent immigration of Englishmen and the abolition of slavery in 1834. In 1836 and the years immediately following, some 10,000 Boers withdrew from Cape Colony to the wilderness which lay far to the north in the interior and set up two independent republics, Orange Free State and the Transvaal Republic. By 1854 England had officially recognized the autonomy of these little countries. In 1877, however, under the imperialistic ministry of Disraeli, the Transvaal Republic was abruptly declared annexed to the British Empire. Gladstone succeeded Disraeli as British premier in 1880 and opened negotiations with the indignant Boer leaders with a view to annulling this annexation. Unfortunately, while an amicable settlement was thus in sight some of the Boers resorted to violence and routed a small British detachment at Majuba Hill, February 27, 1881. British feeling ran high but Gladstone persisted in his chosen course and signed in 1884 the London Convention, which recognized the independence of the South African or Transvaal Republic but also guaranteed the right of all white men to reside and trade in the republic and to be liable only to the same taxes as the Boers themselves. The misfortune of this settlement was that the Boers mistakenly fancied that they had won their own independence by force of arms at Majuba Hill and so grossly exaggerated their own strength.

In the following year gold was discovered in the Rand, a mountain range in the Transvaal. A great influx of English miners and speculators followed. These "Uitlanders" or foreigners, soon outnumbered the Boers by two to one. The Boer government was an incompetent oligarchy and its leaders were determined to keep control of the state which at the cost of so much hardship they had created in the wilderness. The Uitlanders were accordingly denied citizenship but were forced to render military service and to bear the brunt of taxation. Their demands for more generous treatment were backed by Britain but were refused by the Boers. In 1895 an ineffectual raid was made on the Transvaal by Dr. Jamieson, the administrator of the neighboring British colony of Rhodesia. The raiders were captured and turned over to Britain. The British authorities, however, treated the offenders very leniently and actually shielded the real instigator of the invasion, a millionaire capitalist-statesman named Cecil Rhodes.

The Boers under their president, Paul Kruger, now began to prepare for war. Vast supplies were collected. Foreign mercenaries, chiefly Germans and American Fenians, flocked into the country. A staff of German artillerists under Colonel Schiel undertook the training of the Boer army. At last, when all was ready, an impossible ultimatum was issued to Britain on October 9, 1899, and two days later

war broke out Orange Free State threw in its lot with the Transvaal and the two republics set a force of 60,000 mounted fighters in the field.

The Sending of Canadian Troops

On October 13th the Canadian government decided to accept an invitation of the British War Office to participate in the struggle.

As a first contingent, a unit of 1000 men, known as the 2nd (Special Service) Battalion, Royal Canadian Regiment, was mobilized and placed under the command of Lt.-Col. (now Major-General Sir William) Otter. The following men from Victoria County went with this unit —Lieut. Saddeby of Burnt River, Sergt. McCrae of Omemee, Corporal Dodd of Burnt River, Corporal A. J. Mathews of Lindsay, and Privates Corbler, McGregor, and Williams of Lindsay. This unit sailed for Cape Town October 30, 1899.

Lt.-Col. (now Lieut.-General Sir Sam) Hughes was in command of the 45th Regiment at this time and was very zealous in service. However, he wrote some very unorthodox letters to Major-General Hutton, head of the Canadian forces, and was therefore denied the privilege of serving with Canada's contingent. He thereupon went to South Africa on his own initiative and took part, as Special Service Officer and Railway Staff Officer, in the Imperial Force's operations in Cape Colony.

Early in 1900 Canada sent a second contingent consisting of two regiments of mounted rifles known as the Royal Canadian Dragoons and the Canadian Mounted Rifles respectively, and three batteries of artillery, designated "C," "D," and "E." With this draft went Sergt. Thos. Gifford, Trooper Ernest Eagleson, and Gunner Perrin, of Lindsay, and Gunner James Moffatt, of Valentia.

Still another unit sailed in March. This was the "Lord Strathcona's Horse," a regiment of cavalry equipped and supported by the Canadian High Commissioner at London. Lieut. George E. Laidlaw of Balsam Lake, Alex. Skinner of Lindsay, and Wm. J. Baker, of Victoria Road represented Victoria County in this unit.

The Progress of the War

At the outset of the war the Boers swept out into the British colonies which surrounded them and laid siege to Ladysmith in Natal to Kimberley in Griqualand West, and to Mafeking in Bechuanaland. The British field armies sought to raise these sieges and suffered disastrous reverses at Magersfontein and Colenso. The War Office then awoke at last to the seriousness of the situation. On December 17, 1899, Lord Roberts was appointed Commander-in-Chief of the forces in South Africa and Lord Kitchener his Chief-of-staff. They sailed from England five days later and by February 12, 1900, were ready to begin a great offensive movement across the veldt to Bloemfontein, the capital of Orange Free State. With their army of

35,000 men went the R.C.R. under Lt.-Col. Otter.

On February 15th the cavalry under General French raised the siege of Kimberley. On the 18th a Boer force under Cronje turned to face the British at Paardeburg. The ensuing battle lasted five days, and it was the Canadians who finally forced the Boer position at the cost of 110 casualties. Still other enemy forces barred the way to Bloemfontein, but these were quickly brushed aside at Poplar Grove on March 7th and at Driefontein on March 10th. Roberts entered Bloemfontein on March 13th. Typhoid fever now broke out and took heavy toll from the army. For five weeks the Royal Canadian Regiment was practically all out of action, but on April 21st all who were well set out eastward with a force under General Ian Hamilton. They cleared Boers away from hill positions at Israel's Poort on April 25th and at Thaba Mountain on April 30th. These battles left the country east of Bloemfontein free from the enemy.

Meanwhile the other Canadian units had not been completely idle. From March 10th to April 14th, "D" and "E" Batteries of artillery and the Canadian Mounted Rifles formed the greater part of a column under Sir Charles Parsons which marched through alkali deserts from Carnarvon to Kenhart and mopped up all rebellion throughout the wild hinterland of Cape Colony. "C" Battery, under Major Hudon, was sent on a more distant mission. It was landed at Beira in Portugese East Africa and taken on a long railway journey west and south through Rhodesia and Bechuanland, at last to join the forces of Colonel Mahon and Colonel Plumer and relieve Mafeking on the 17th of May, 1900.

On May 1st Roberts started a great forward movement from Bloemfontein north to Pretoria, the capital of the Transvaal Republic. An army of 40,000 men, including the R.C.R., R.C.D., and C.M.R., moved forward on a forty-mile front. The Boers offered repeated resistance at Vet River, Zand River, Doornkop and elsewhere, but were pushed steadily back until at last Pretoria was taken on June 5th, 1900.

This seventeen weeks campaign of Lord Roberts, from February 12th to June 5th, ended the war proper. Almost two full years of guerilla warfare were necessary, however, before the Boers consented to come to terms.

The R.C.R. sailed for Canada in October, 1900. Of its original strength, 68 had died and 123 had been wounded. The R.C.D., C.M.R. and the artillery left for home in December. The R.C.D. had taken part in 40 engagements and had had 52 casualties. The C.M.R. had been in 28 engagements and had had 34 casualties. "D" Battery's chief work had been on the lines of communication, and "E" Battery's heaviest campaign under Sir Charles Warren in Griqualand West.

Lord Strathcona's Horse was ultimately sent in from Durban and attached to Buller's Army at Zand Spruit. Here they served as

scouts, guards, and escorts to convoys. From July 1, 1900, to January 8, 1901, details of the regiment were almost daily under fire. It sailed for Canada on January 20, 1901.

Canada's official contribution to this Boer War was 139 officers and 3007 men. The total cost was $2,830,265.07 a little more than half the expense incurred in the Saskatchewan Rebellion of 1885.

Formal peace was signed on June 1, 1902, and the Transvaal Republic and Orange Free State became British dependencies. A Liberal ministry, which came into power in England in 1906, wisely granted these colonies responsible government and sanctioned in 1909 a federal Union of South Africa. Time has vindicated overwhelmingly the wisdom of this course.

Outbreak of World War in 1914.

The third and latest war in which Victoria County has taken part was the World War of 1914-18.

From the time of the accession to the German throne of William II in 1888, the leaders of the German people deliberately planned for a war through which Germany would subjugate and dominate the world. King Edward VII of England saw the coming storm and achieved the Triple Entente with France and Russia. The outbreak was to have come in 1908, the year of the first completion of the Kiel Canal, but Lord Fisher of the British Admiralty actually forced a postponement for six years by inaugurating the Dreadnought type of battleship and so rendering the Kiel Canal obsolete. A reconstructed canal was ready by 1914. During the spring of that year Germany quietly sold out most of her foreign investments and began to call in her reservists. On June 28th the heir to the Austrian throne was assassinated. Germany and Austria spent a whole month more in secret preparation, unsuspected by a tranquil world, and then deliberately precipitated a hideous struggle which was to involve 64 millions of soldiers, and to cost $310,000,000,000 and 11,422,738 lives.

Victoria County Enlistments.

Canada, as part of the British Empire, became involved August 4, 1914. A First Contingent of 33,000 men was mobilized at Valcartier, near Quebec, and sailed for England on the 3rd of October. This prompt achievement was chiefly due to the personal energy of the Minister of Militia, Sir Sam Hughes, of Lindsay.

With the First Contingent went a detachment of 75 men from Victoria County under Lieut.-Col. F. H. Hopkins, Lieut. Walter Kirkconnell, Lieut. W. W. Wilson, and Lieut. George Weeks.

The Second and subsequent Canadian Contingents did not cross to England intact. The volunteer system was practised until June, 1917, and yielded 450,000 enlistments. The government then enforced conscription and secured 100,000 more recruits.

The chief contributions of Victoria County after the First Contingent had left were to the 21st, 39th, 109th, and 252nd Battalions "F" Company of the 21st Battalion, (Second Contingent) contained 110 local men. The 39th Battalion had a somewhat smaller number. The 109th Battalion, commanded by Lt.-Col. J. J. H. Fee, was actually mobilized in Lindsay and reached a strength of 1050 in the spring of 1916. The 252nd Battalion, under Lt.-Col. J. J. Glass, was not so successful for it was organized in the lean days when voluntary enlistment was petering out. Many other Victoria County boys enlisted in units elsewhere so that the rolls of the local units would not be at all representative. An authoritative list of all who enlisted from this county could easily be compiled but would violate the proportions of a brief history of this sort.

Victoria County Soldier Dead.

It has been thought wise, however, to include the following list of 205 heroes from this county who gave their lives for the cause of righteousness. The basis of this record is a list which I have prepared from the official files of the Patriotic Fund, which includes all cases where the soldier had designated Victoria County as the home of his next-of-kin. To this definite nucleus I have added many names, gleaned from miscellaneous sources, of those who once claimed this county as their home but had been transplanted elsewhere prior to enlistment. The complete list is as follows —

Adam, Charles, Private, Infantry, Lindsay
Aldous, Thos. Grenville, Private, Infantry, Fenelon Falls
Aldred, Wilbert Philip, Lance-Corporal, Infantry, Bobcaygeon
Allen, J., Battalion Sergt.-Major, Infantry, Lindsay
Allin, E. C., Lieutenant, Infantry, Lindsay
Alton, W. R., Private, Infantry, Victoria Road
Arscott, Thos. Albert, Private, Infantry, Bobcaygeon
Akester, Geo. Wilbert, Private, Infantry, Fenelon Falls
Anderson, Wm. Kay, Lieutenant, Infantry, Lindsay
Andrews, Harry Wm., Private, Infantry, Lindsay
Anglers, Patrick Herbert, Private, Infantry, Coboconk
Arnold, Oliver, Private, Infantry, Mariposa Tp.
Bailey, Joseph Paget (M.M.) Lieutenant, Infantry, Lindsay
Bailey, W. E., Private, Infantry, Bexley
Barge, Alfred Arthur, Private, Infantry, Mariposa Tp.
Barjarow, Tracy, Private, Infantry, Coboconk
Bateman, Russell Albert, Private, Infantry, Kirkfield
Beecroft, Harvey, Private, Infantry, Fenelon Falls
Bester, Robert, Private, Infantry, Omemee
Bole, Clarence H., Private, Infantry, Woodville
Boucher, William, Private, Infantry, Mariposa Tp.
Boyd, Mossom Richard, Lieutenant, Infantry, Bobcaygeon
Boyd, Thornton Brideman, Private, Infantry, Bobcaygeon
Brady, Thos. Edw., Private, Forestry Corps, Lindsay

Brimmell, Albert M., Private, Srvs., Little Britain
Brooks, Edwin A., Private, Infantry, Bobcaygeon
Brown, H., Private, Infantry, (C.M.R.) Omemee
Budd, James John, Private, Infantry, Burnt River
Byng, George, Private Infantry, Boocaygeon
Cameron, Alexander, Private, Infantry, Lindsay
Campbell, Alexander, A. L.-Cpl., infantry, Cameron
Campbell, John, Corporal, Infantry, Woodville
Campbell, M. Ross, Private, infantry, Argyle
Campbell, Russell A., Sapper Field Engineers, Kirkfield
Carew, Robert, Private, Infantry Burnt River
Chambers, Allister, Private, Infantry Cambray
Castle, George, Private, Infantry, Mariposa Tp
Clare, Stephen, Pte., Infantry, Mariposa Tp
Copp, Charles, Pte., Infantry, Mariposa Tp
Cornforth, Sydney Chas., Sergt., Infantry, Lindsay
Cotey, Earle, Private, Infantry, Lindsay
Cragg, Russell Alex., Private Mounted Rifles, Lindsay
Cracy, Russell, Private, Infantry, Kirkfield
Candal, Wm. Johnson, Corporal Infantry, Cameron
Cunnings, William, Private, Infantry, Oakwood
Curtin, Patrick, Private Infantry, Lindsay
Cuthbert, Samuel, Private, Infantry, Lindsay
Dark, Percy S., Private Infantry, Lindsay
Dawson, Alfred Simmonds, Pte., Infantry, Kinmonnt
Dawson, Hector, Pte., Infantry, Kinmount
Day, Richard James, Pte., Infantry, Norland
Daynes, Duncan, Pte., Infantry, Eldon Stn
Denison, Francis F., Pte., Infantry, Bobcaygeon
Donaldson, Robt. John, Pte., Infantry, Fenelon Falls
Elliott, Walter Waldron, Cpl., Infantry, Lindsay
Faulkner, Roy., Infantry, Coboconk
Ferguson, James Wesley, A. L.-Cpl., Infantry, Valentia
Fitzgerald, John James, Pte., Infantry, Head Lake
Forher, Nelson, Pte., Infantry, Lindsay
Foster, John, Pte., Infantry, Mariposa Tp
Freemen, Benjamin, Pte., infantry, Mariposa Tp
Fry, Henry, Pte., Infantry, Mariposa Tp
Garbutt, S. E., Nursing Sister, Lindsay
Gifford, Victor R., Driver, Engineers, Lindsay
Gillies, Hector, Pte., Infantry, Lindsay
Gosselin, Alphonse, Pte., Infantry, Downeyville
Gray, John Welford, Pte., Infantry, Lindsay
Grimstead, W. G., Pte., Infantry, Valentia
Groves, Robert, Pte., Infantry, Burnt River
Goldie, Eric, Pte., Infantry, Lindsay
Glendenning, Stanley, Cadet, Air Force, Lindsay (Sunderland)
Gallagher, W. N., Lieut., Infantry, Omemee

Hall, Arnold Roseiter, Pte., Srvs., Lindsay
Hall, Geo Carlton, Pte., Infantry, Cambray
Halliday, Adam Sydney, Pte., Infantry, Fenelon Falls
Hancock, Armour Ellington, Pte., Serv., Lindsay
Harper, William, Sergeant, Infantry, Lindsay
Hartwick, Herbert, Pte., Rly Tps., Lindsay
Hill, Joseph Leslie, Pte., Infantry, Bobcaygeon
Hill, William Albert, Pte., Infantry, Bobcaygeon
Holliday, Herbert Augustus, Gunner, Artillery, Coboconk
Hopkins, Fred Holmes, Lieut.-Col., Infantry, Lindsay
Horton, T., Pte., Forestry Dept., Kinmount
Houlihan, Cyril, Pte., Infantry, Lindsay
Howe, J. C., Infantry, Lindsay
Hughes, Wesley, Pte., Infantry, Burnt River
Irwin, Normen, Corpl., Forestry, Lindsay
Jackson, Edward, Private, Infantry, Lindsay
Jackson, R. G., Private, Infantry, Lindsay
Jeffers, Frank Alfred, Pte., Infantry, Little Britain
Johnston, J. A., A. L.-Cpl., Infantry, Bobcaygeon
Johnson, Reginald, Pte., Infantry, Lindsay
Johnson, Martin, Pte., Infantry, Fenelon Falls
Johnson, Willard, Pte., Infantry, Lindsay
Johnston, Wm. Russell, Pte., Infantry, Manilla
Junkin, Irvine, Pte., Infantry, Bobcaygeon
Junkin, Percy John Clayton, Pte., Infantry, Bobcaygeon
Kent, Wm. Gordon, Pte., Infantry, Lindsay
King, Henry Wm., Pte., Infantry, Head Lake
Kinghorn, John, Pte., Infantry, Woodville
Kirkconnell, Walter Allison, Captain, Infantry, Lindsay
Kylie, Edward J., Captain, Infantry, Lindsay
Kirton, Albert, Pte., Infantry, Mariposa Tp.
Kirton, William, Pte., Infantry, Mariposa Tp.
Knowlson, Glore, Pte., Infantry, Lindsay
Lanning, Percy, Pte., Infantry, Mariposa Tp.
Leach, Albert Kenneth, Pte., Infantry, Lindsay
LeBel, Joseph Francis, Pte., Infantry, Lindsay
Lee, George Herbert, Pte., Infantry, Woodville
Lennie, Louis, Pte., Infantry, Lindsay
Lee, William Geo., Pte., Infantry, Woodville
Liscombe, W. R., Pte., Infantry, Coboconk
Lyle, Wilbert Mearl, Gunner, Artillery, Bobcaygeon
Lyon, Edwin Percy, Pte., Infantry, Little Britain
Lywood, Wm. John, Pte., Infantry, Lindsay
Mark, Robert Henry, Pte., Infantry, Cameron
Matthews, A. J., Captain, Infantry, Lindsay
Metcalfe, Chas. Normen, Pte., Machine Gun, Fenelon Falls
Miller, Charles, Pte., Infantry, Lindsay
Miller, Joseph John, Pte., Infantry, Kinmount

Mills, Fred Harold, L.-Cpl., Infantry, Omemee
Mitchell, Thomas, Pte., Infantry, Mariposa Tp
Morrison, Wm. James, Pte., Infantry, Lindsay
Murray, Albert, Pte., Infantry, Valentia.
Murtha, James, Pte., Infantry, Downeyville
Mitchell, Douglas, Pte., Infantry, Lindsay
McDonald, Alexander, Pte., Infantry, Cambray
McDonald, Kenneth, Pte., Infantry, Cambray
McDonell, Edward, Pte., Infantry, Lindsay.
McDougall, Russell, A. L.-Cpl., Infantry, Fenelon Falls
McEachern, John, Pte., Infantry, Woodville
McEachern, Malcolm, Pte., Infantry, Hartley
McFadyen, Henry Lorne, Pte., Infantry, Hartley
McGann, Joseph Patrick, L.-Cpl., Infantry, Lindsay
McGill, Ivan Elmer, Pte., Infantry, Lindsay
McGinnis, Sidney, Pte., Infantry, Lindsay
McGuire, James Patrick, Pte., Infantry, Kinmount
McInnis, D., Pte., Infantry, Mariposa Tp
McInnis, Chas. Howard, L.-Cpl., Infantry, Lorneville
McMillan, Wm., Pte., Infantry, Mariposa Tp
McMurray, George, Pte., Infantry, Lorneville
McNutt, Wm. Geo. Stanley, Pte., Infantry, Lindsay
McKay, Robert, Pte., Infantry, Lindsay
Naismith, James, Pte., Infantry, Lindsay
Naylor, John Donby, Pte., Infantry, Cameron
Newell, Alfred Charles, Pte., Mtd. Rifles, Lindsay
Northey, Melville, Pte., Infantry, Bobcaygeon
Owens, H. P., Pte., Infantry, Woodville.
Oxby, Wm. Edward, Pte., Infantry, Sadowa
Paddon, Herbert, Pte., Infantry, Lindsay
Parkes, Cleveland Adair, Pte., Infantry, Lindsay
Parkin, Whyt, Pte., Infantry, Norland
Parks, Alvin Morse, Pte., Infantry, Lindsay
Patton, Nell Smith, Sergeant, Infantry, Cambray
Peters, Wm. Claude, Pte., Infantry, Omemee
Poast, Roy Irvine, Pte., Infantry, Omemee
Pollitt, George, Pte., Infantry, Omemee.
Reeves, Robert, Pte., Infantry, Mariposa Tp
Robinson, Wm. Morris, Pte., Infantry, Lindsay.
Rogers, Garfield R., Gunner, Artillery, Mariposa Tp.
Rushton, Stanley, Pte., Infantry, Lindsay
Russell, Victor, Pte., Infantry, Mariposa Tp
Ryall, George, L.-Cpl., Infantry, Little Britain
Rooke, Edwin Marton, Sergeant, Artillery, Oakwood
Scott, Alexander, Lieut., Infantry, Lindsay (Gelert)
Sandiland, James Thos., L.-Cpl., Infantry, Lindsay.
Saville, George, Pte., Infantry, Mariposa Tp
Scott, Walter Henry, Prov. Sgt., Infantry, Lindsay

Scott, John E., Pte., Infantry, Mariposa
Selby, Thos Ralph, Pte., Infantry, Bobcaygeon.
Shenhlend, John Wilfred, Pte., Infantry, Fenelon Falls
Shaw, William, Pte., Infantry, Lindsay.
Shea, J. E., Pte., Infantry, Lindsay
Silverthorn, Howard Wesley, Pte., Infantry, Bolsover
Stewart, Robert, Pte., Infantry, Mariposa Tp
Stinson, Chas Howard, Pte., Infantry, Fenelon Falls
Stinson, Wm Norman, L.-Cpl., Infantry, Lindsay.
Sumner, John C., Pte., Infantry, Mariposa Tp
Swardfager, Fred, Pte., Mounted Rifles, Lindsay.
Sutcliffe, Chas E., Major, Infantry, Lindsay
Swayze, David, Flight Lieut., Air Force, Lindsay.
Swayze, Keith, Flight Lieut., Air Force, Lindsay.
Taggart, Gordon, Pte., Infantry, Cameron
Tamlin, Melville Edgar, Pte., Infantry, Cambray.
Taylor, Wm Edward, Pte., Infantry, Victoria Road
Tough, Archie Russell, Pte., Infantry, Kirkfield
Trevor, Foster, Pte., Infantry, Lindsay
Trevor, Ralph, Pte., Infantry, Lindsay
Trott, Joseph, Pte., Infantry, Mariposa Tp
Tripp, James Albert, Pte., Infantry, Bobcaygeon
Truax, Charles Roy, Pte., Infantry, Coboconk
Truax, Peter, Driver, Artillery, Coboconk
Vickery, Orville Wilson, L.-Cpl., Infantry, Lindsay.
Watson, Murray, Pte., Infantry, Mariposa Tp
Weeks, Clare G., Lieut., (M.C.) Infantry, Lindsay
Wheeler, Charles, Pte., Machine Gunner, Lindsay
Whettar, Fred Freeman, Pte., Infantry, Woodville
White, Joseph, Sergeant, Infantry, Lindsay
Whitney, J. W., Pte., Infantry Burnt River
Williams, Arthur James, Major, Infantry, Lindsay
Wilson, Robert T., Pte., Infantry, Mariposa Tp
Winchester, John, Pte., Infantry, Lindsay
Wright, J. M., Sapper, Ry. Co'y., Bobcaygeon
Wilson, Bruce, A., Flight Commander, Air Force, Lindsay
Wilson, W. W., Lieut., Infantry, Lindsay

A Brief Summary, Beginning from 1914

Adequately to describe the course and context of the conflicts in which these lives were offered up would transcend the limits of several volumes of history. There are compensations, however, in the brevity here found necessary. We are still so close to the World War that it is easy to become confused at the complexity of the military operations of vast armies on numerous and extended fronts. In making a rigid summary of the salient events of the campaigns, especially in so far as they affected the Canadian troops, we shall introduce a sim-

plicity, which, though somewhat artificial, will enable us better to comprehend and remember our country's share in the colossal struggle.

With the outbreak of war Germany deliberately violated Belgian neutrality in order to pour her armies up the valley of the Meuse and crush the French from an unexpected quarter. They ravaged Belgium most foully and drove their way through Northern France to within fifteen miles of Paris. Then, from Sept. 5th to Sept. 10th, at the Battle of the Marne, the French shattered the great German attack and drove the invaders back to the Aisne. There ensued a struggle for position which by the end of October left the opposing armies entrenched against east other all the way from Nieuport (on the North Sea) to Switzerland. In the east Russia was worsted by Germany but was successful against Austria. Turkey entered the war on the German side on November 3rd, thus threatening Britain's position in Egypt and India. Canada had no share in the operations of 1914.

Canadian Share in War in 1915.

In February, 1915, the First Canadian Division crossed to France. On April 17th they took up their position in the trenches before Ypres. Five days later, on April 22nd, the Germans planned a tremendous drive to break through at this point, disrupt the whole line, and gain the channel ports. The diabolical invention of poison gas was now first employed by the enemy. French colonial troops on the Canadian left broke under the torment, leaving a gap of several miles in the allied line. Only the superhuman audacity, bravery and endurance of the Canadians under circumstances unparalleled in warfare, saved the day. Their casualties were 8,000 or more than half their number.

Four weeks later, on May 18th, the Canadians took part in a British offensive at Festubert which sought to break through to Lille. Ground was won to a depth of 600 yards on a front of four miles, but further progress failed through a lack of munitions. This proven shortage of munitions precipitated a political crisis in England and helped to bring in a Coalition Government. The Canadian casualties at Festubert totalled 2000.

On June 15th the First Division incurred 900 more casualties in a frontal attack on the German trenches at Givenchy. They took their objective but were obliged to fall back because the British troops on the left did not meet with like success.

In September 1915 the Second Canadian Division arrived in France and a Canadian Corps was formed. This Canadian Corps was supplied with a Third Division in January 1916, and a Fourth Division in August 1916.

During 1915, while this inconclusive fighting went on on the western front, Germany inflicted stupendous defeats on the Russian army, and over-ran 5,000 square miles of Russian territory. The

British failed ignominously in an attempt to capture Constantinople. Bulgaria thereupon entered the war and co-operated with Germany and Austria in the conquest and extinction of Serbia. The only Allied gain in 1915 was the entry of Italy into the war on May 23rd.

Canadian Share in War in 1916.

In 1916 the Germans decided to smash the French army by one terrific, irresistible blow against the stronghold of Verdun. The storm of battle broke on February 21st but though it raged till the following October the French line did not give way.

On July 1st an Anglo-French army opened a great counter-campaign known as the Battle of the Somme. In this the Canadians had no share until September. Earlier in the year they had incurred heavy casualties during reverses at St. Eloi in April and at Sanctuary Wood on June 2nd and during a most successful counter-attack at Hooge on June 13th. Now they were to capture a series of German positions: Moquet Farm, Courcelette, and Fabeck Trench on September 15th, Zollern, Hessien, and Kenora Trenches on September 26th; Regina Trench on November 11th; and Desire Trench on November 18th. The Canadian casualties in this share in the Somme offensive totalled 21,179. The total area won by the Allies was small, about 120 square miles.

Other events in 1916 were: A successful Russian campaign in Galicia; the belated entry of Roumania into the war and her speedy subjugation by Germany, and the inconclusive naval battle of Jutland between British and German fleets in the North Sea.

The War's Progress in 1917.

The chief events in 1917 were: the collapse of Russia through mutiny, revolution, and final ruinous domination by the Bolsheviki on November 7th, the compensating entry of the United States into the war on April 6th, the serious reverses in Italy in October, the British capture of Bagdad and Jerusalem, and the moderate gains made in the west by the Allies in the battle of Arras (April-June), the battle of the Aisne (April-November), and the British offensive in Flanders (July-December).

In the first stage of the battle of Arras the Canadian Corps captured the almost impregnable fortifications of Vimy Ridge on April 9th, Hill 145 on April 10th, and "The Pimple" on April 12th. The casualties totalled 9,966. Later the Canadians captured Arleux on April 28th and Fresnoy on May 3rd.

In August the Canadian Corps was employed in the sector opposite Lens, in Northern France. The Fourth Division captured the suburbs of La Coulotte and Avion on August 1st, and on August 15th the First and Second Divisions carried Hill 70, a bold hillock north-west of Lens. On August 21st a bloody but inconclusive struggle raged about a great, weed-infested slag-heap known as the Green Crassier,

southwest of the city. The capture of Lens was not yet completed when the Canadians were withdrawn and sent to join in an offensive in the Ypres salient.

On the 26th of October the Canadians launched their attack on the Passchendaele Ridge, and by November 10th, after one of the bitterest and costliest struggles they ever knew, obtained their objective and removed the menace of this commanding position from the British front. The Canadian casualities in sixteen days totalled 14,867. The total of Canadian casualties during the entire Boer War had been only 338.

The Closing Campaigns in 1918

In the spring of 1918 Germany exacted a ruinous peace from Russia and then turned to hurl at the armies in the west a colossal offensive that would end the war. From March 21st to July 18th they won tremendous successes but not ultimate victory. The Allies at last achieved unity of command and the new generalissimo, Marshal Foch began on July 18th a sweeping counter-offensive which did not halt until the capitulation of the Germans on November 11th.

In this great advance Canada played a glorious though costly part. In the Battle of Amiens (August 8th-17th) the enemy was driven back 14 miles from before the vital railway centre of Amiens, and 25 villages were recaptured. Then the whole Corps was suddenly transferred to the north to fight the Battle of Arras (August 26-September 4th). Here they broke through the Drocourt-Queant switch, a vast system of concrete fortresses connected by wired trench lines and huge subterranean tunnels, and advanced to the Canal du Nord, capturing some 50 square miles of territory. On the 27th of September the Canadians resumed the offensive in the Battle of Cambrai, which ended on October 9th with the capture of that city.

In the three great battles of Amiens, Arras and Cambrai, the Canadian casualty list reached the staggering total of 37,263. The captures included 490 heavy guns, 250 trench-mortars, 3100 machine guns, and 29,400 prisoners.

In a subsequent march from Douai to Mons, lesser actions were fought at the capture of Denain on October 20th, of Valenciennes on November 2nd, and of Mons on November 11th.

Meanwhile Britain had eliminated Turkey in Mesopotamia and Syria, and an Allied army under d'Esperey had shattered the Bulgarians in the Balkans. Bulgaria signed a capitulatory armistice on September 29th. Turkey followed her example on October 31st. Austria was badly shaken by Italian attacks and gave in on November 4th. Revolution broke out in Germany, the Hohenzollerns fled, and the war closed on the 11th of November.

Such was the course and the termination of the War of the Nations, in which 205 sons of Victoria County died heroically in the cause of human freedom

Chapter XIV.

Pages of Parish History

The religious life of a people is a vital factor in its history. Few interests, if any, affect man more closely than his spiritual convictions. To attempt, however, to sketch a century of church development throughout the whole of a county would give only a diffuse confusion of petty, parochial details without any unifying principle as yet to give the narrative coherence and intelligibility. I have therefore taken the church history of Lindsay, the county town, as typical of that diversity of creed and practice which is so common in our own and other Ontario counties. We have here six denominations of varying strengths. The abounding activity of congregations in this new country is nowhere shown better than in the building of churches. From 1841 to 1921 the population of Lindsay has grown from perhaps 50 up to about 8000, and during that same 80 years the local congregations have put up no fewer than 19 church buildings. This seems at once a proof of enormous vitality and a confession of the prodigality of energy and means which goes with diversity of faith and duplication of effort. These points are implicit in the more detailed sketches of individual churches which now follow.

I. History of St. Mary's Church, Lindsay.

The pioneer church in Ops and the vicinity of Lindsay was the Roman Catholic church.

Prior to 1840 no priest was stationed locally. Lindsay and the surrounding country lay within the parish of Peterborough and it was from the latter village that pastoral expeditions came.

The first priest to visit Ops was Father Crowley, an elderly Irishmen from Cork who had come out in 1825 as shepherd of the Robinson immigrants. His first mass in Ops was said in 1830 in the shanty of John Maloney. Stations were also held at Terence Brady's, Patrick Connell's, Dennis Twohey's, and John Murphy's. He received from the government 200 acres of land (lot 16 in the 5th concession) which was ultimately patented in the name of his nephew, John Ambrose. The grant was made to help settlement and a house for storing settlers' effects was built on the west bank of the river. The spot was therefore long known as "the Priest's Landing." Father Crowley was hot-tempered and had many bitter quarrels with his parishioners. It is related that when Patrick O'Keefe and Cornelius Hogan gave him a churlish refusal to pledge money to the church they received his malediction, and within a year O'Keefe became

permanently blind and Hogan a cripple for life. He retired in poor health in 1832 and died at Rochester, N. Y., in 1835.

His successor, Father Bennett, was a slight but energetic young man of middle height, described as cultured and eloquent. As his pastoral tours extended as far as Coldwater and Penetanguishene he paid only one visit to Ops. On that occasion he said mass in Dennis Twohey's shanty.

He was succeeded in September 1833 by Father Timothy O'Meara, a tall, powerful man of forty, who said mass at Terence Brady's and Patrick Connell's.

Father O'Meara was followed in 1834 by Father Butler, a very small, thin man, who was a native of Tipperary and had previously been a schoolmaster. He paid Ops frequent visits and said mass several times in the house of John Murphy. He was severely injured in 1838 by falling twenty-five feet from the roof of a church which he was building in Peterborough. It was not, however, until June 25, 1853 that he died, being then in the seventy-fourth year of his life and the nineteenth year of his Peterborough pastorate.

First Resident Priest of Lindsay.

Prior to 1840 one priest, stationed at Peterborough, had to minister to a mission which extended from the Marmora mines on the east to Bowmanville, Orillia, and the back takes, on the south, west and north. To cover all this district in a year, even by travelling on horse-back for three weeks at a stretch, was an almost impossible task. Accordingly the parish of St. Mary's, focused at Lindsay, was formed in 1840, and Father Hugh Fitzpatrick, of Fermanagh, Ireland, was appointed as the first resident priest.

In June, 1840, Father Fitzpatrick left his previous parish in Adjala township, in Simcoe County, and came to Lindsay by way of Port Perry, with two wagon loads of furniture and his old housekeeper, Mrs. Moran. At Port Perry he was met by Patrick Brady and James Maloney, who, as night was at hand, stored his effects in a tumble-down warehouse on the shore of Scugog Lake. Brady and Maloney slept in this warehouse while the priest put up at Crandell's tavern. All were given a nervous night, the two former by rats and the latter by restless Orangemen. In the morning all the baggage—tables, chairs, beds, and high-backed writing-desk—was stowed in a capacious thirty-foot dug-out borrowed from "King Connell", the party embarked, and their slow voyage down to Lindsay began. At Lindsay they landed at the old mill at the foot of Ridout street, where most of the villagers had gathered to escort the priest to his home in a log shack in rear of the present Royal Hotel. This shack had been previously used as a shop by Captain Murphy and was later replaced by Hiram Bigelow with a stone store, destroyed in the great fire of 1861. In 1840 and 1841, however, it served as both church and presbytery.

Father Fitzpatrick soon set about the erection of a church. A lot was secured on what is now the southwest corner of Russell and Lindsay streets. Lindsay Street was then the eastern limit of the townsite; Kent Street was being chopped out for the first time; no other streets were cleared, and the church lot lay in a dense, impenetrable swamp of spruce and cedar. In the autumn of 1840, Patrick Brady and Peter Tully were given the privilege of felling the first tree. The site was cleared during the winter and all the timber necessary for building was cut and prepared on the ground. In the spring of 1841 a bee was held and the church raised. The corner men were Patrick McHugh, James Pyne, Thomas Hoey, and James Walker. The main log building, forty feet long by twenty-eight feet wide, was put up in two days. Then the roof was put on by Thomas Vaughn, who worked at Purdy's mill. The shingles were made by hand on Peter Grennan's farm by Owen Carlin, Donald Malady, Thomas Hoey, Terence, Patrick and Michael Brady, and Peter Grennan, and when the work of shingling began more men crowded on the roof than could stay there. The sashes for the windows were made by Richard and Michael Lenihan. Then as no nails, glass or putty could be had nearer than Port Hope, Nicholas Connolly and Patrick Leddy went around the parish and collected some thirty bushels of wheat. They took this over the bush trail to Port Hope, sold it, and returned with the needed supplies. The lime to plaster the crevices between the logs of the church was made by James Bryce in a kiln near the present wharf and was laid on by the parishioners under his direction. The floor was made of rough-hewn two-inch planks laid down on log joists. The altar was also built of rough boards, like a big box. The door was made by Dominic McBride and the hinges and latch by John Cunningham. There were never any pews in the body of this original church. There were, however, two galleries of four pews each, one on each side, and an end gallery built by Thomas Keenan and Thomas Spratt for their own use.

The first mass in the church was said on November 1, 1841. On Corpus Christi day of the following year the brush piles around the building were burnt and the church itself narrowly escaped destruction.

Music was strikingly lacking in the church. A fiddle was the only instrument heard within its walls. There was no choir, but the Gillogly family sometimes sang.

Meanwhile a presbytery was being built at Father Fitzpatrick's own expense on a lot bought by him from the government on the northwest corner of Lindsay and Russell streets. Dominic McBride had contracted for its construction but after putting up the frame in the spring of 1841 he failed to carry it any further. W. Thatcher then finished it in December 1841 and Father Fitzpatrick moved in in January 1842. During the summer he brought hawthorn trees from Sturgeon Point and planted them around his lot. This property was later transferred to the parish for the sum of $400. The present

presbytery on lots 11 and 12 on the north side of Russell Street East was a gift to the church from John Knowlson in 1873

When Father Fitzpatrick came to Lindsay in 1840 he was a powerful man in middle life. By the end of 1843 he was almost completely broken down. Scores of his parishioners had been dying off with swamp malaria. He himself had had fever and had been bled recklessly, after the practice of the day. The narrow trail by which he went to minister to Downeyville, King's Wharf and Bobcaygeon was an interminable morass dotted with stumps. His health was no longer equal to the strain and in December 1843 he retired to Douro.

There were brief ministries by Father Roche and Father McCormick. Then in the autumn of 1844 came Father Fergus Patrick McEvoy, a fine looking man from Mayo, Ireland. The first Sunday on which he said mass the grain lay cut in the fields and rain was imminent. Therefore as many in the parish were ill and serious loss was threatened he sent his congregation out to bring in the harvest. Father Fitzpatrick had, on leaving, removed all his furniture from the presbytery so that Father McEvoy was obliged to board at an hotel owned by the carpenter Dominic McBride. In the course of time he fell out with McBride and cursed him from the altar. McBride's wife then left him, all his debtors refused to pay him, no one would speak to him, his hotel was burned down by incendiaries, he grew crazed and despondent, and at last disappeared from Lindsay forever. It was also in Father McEvoy's time that Lindsay narrowly escaped a pitched battle between the villagers and a small army of Orangemen who had marched up from South Emily to shoot up the hamlet.

He was relieved in the fall of 1847 by Father Fitzpatrick who ministered again to the parish till October 1848.

Father Chisholm Plans New Church

For the eight years that followed, the parish priest was Father Chisholm, D.D., the 27-year-old son of Colonel Chisholm of Glengarry. This young Scotch-Canadian was six feet, four inches in height, handsome, affable, and educated at Rome itself. In 1852 he bought a three-acre lot (the Mansion House block) with a view to building a school for higher education. This lot was stumped by a parish bee. The educational scheme was at last abandoned and the lot sold about 1870. In 1854 the Bank of Upper Canada gave him the present church property on Russell Street East in return for his influence in promoting the granting of a bonus to the Port Hope, Lindsay, and Beaverton Railway, in which the bank was interested. On this new property he planned to build a brick church and laid out the foundations 150 feet by 60 feet. Some 600,000 brick were ordered from Patrick Curtin and were drawn in by a bee in the winter of 1854-55. Pine was bought in 1855 from Patrick McHugh, cut on lot 4 in the third concession, and brought down the river by a man named Page. In the

same year Father Chisholm first organized the Separate School, which met during the week in the old church building. His work was barely begun when he was transferred in December 1856 to Alexandria. So highly was he esteemed in Lindsay that the Catholics gave him a purse of $400 and the Protestants a like amount and a large procession of both Protestants and Catholics escorted him to Reaboro, then the head of steel on the new railway. Father Chisholm died of heart trouble at Perth, Ontario, May 1, 1878.

The next incumbent, from January 1857 to April 1858, was Father James Farrelly of Cavan, Ireland. Father Farrelly cut the dimensions of the new church down to 100 feet by 50 feet. The contract for the brickwork was let to a Mr. Alexander of Port Hope, who put in a new foundation and then left. His work was completed by a Mr. Carlyle, of Peterborough. Charles McCarthy, who was the architect of the building, handled the woodwork. The first mass in the new church was said on Christmas Day, 1858. A choir was then organized by a Mr. Devlin, whom Father Farrelly brought in from Ottawa, and an orchestra of a dozen violins set up under the leadership of Mrs. Devlin. The first organ was put in much later by Mr. C. L. Baker, as a gift to the church. Miss O'Connell was the first organist.

A Famous Apostle of Temperance.

In May 1858, Father Michael Stafford succeeded Father Farrelly. Father Stafford ultimately enjoyed national fame for his heroic fight on behalf of temperance. In 1863 he erected the present Separate School building, acknowledged in its day as one of the finest structures of its kind in the province. In 1874 he opened a new convent, built at a cost of $60,000, for the Ladies of Loretto. This convent was burnt down on April 24, 1884, but was at once restored under the supervision of William Duffus of Lindsay, the original architect. In 1890 the Ladies of Loretto were succeeded by the St. Joseph nuns. Father Stafford died of angina pectoris on November 12, 1882 and was buried in the Catholic church in a vault on the right hand side of the altar.

His position was held by Father Lynch from November 1882 till February 1884, when the Rev. P. D. Laurent, V. G., a native of Brittany, France was appointed to the parish. At this time the debt of the local church totalled $18,000. This was wiped out entirely by October 1890. In this latter year a spire was added and two bells, weighing 3000 pounds and 900 pounds respectively, were hung in the steeple. In 1894 the church was enlarged and beautified and in 1897 a large building on the church property was bought and converted into a parish hall at a cost of $4000.

Father Casey of Smith's Falls succeeded Monsignor Laurent on January 19, 1902. On December 19, 1912, he was invested with the office of Domestic Prelate (carrying with it the title of Monsignor) and in June 1920 he was made Protonotary Apostolic, one of the

church's highest officials. Father Casey died very suddenly on May 14, 1821.

According to the last Dominion census, there are 2290 Roman Catholics in the parish

II. Methodism in Lindsay.

The Methodist church in Lindsay stands a close second to the Catholic church in point of time

In 1832, two years after Father Crowley had said his first mass in Ops, the Rev. Conrad Vandusen rode in from the Cavan Circuit over the quagmire trail through the forest and preached to a tiny log cabin conventicle. Successors in this mission work were the Rev. John Law in 1833, the Rev. John Black in 1834, and the Rev. William Young in 1835.

In 1836 Cavan was united with the Peterborough Circuit and Lindsay was supplied from the Brock Circuit on the west. The missionary from 1836 to 1838 was the Rev. Cornelius Flummerfelt, who was followed in 1838-40 by the Rev. Horace Dean, whose son later became Judge Dean. In 1841 and 1842 the visiting pastor was the Rev. John Sanderson, a gentle soul known throughout the countryside as "Little Peculiarities" because of his constant reproof to critics of their neighbors. "You know we all have our little peculiarities." Under his direction an acre of land was secured from the government on the southwest corner of William and Wellington streets and a small frame building, used as a school during the week and as a church on Sunday, was erected. This building which is at once the oldest school and the oldest Protestant church in Lindsay, still stands at No. 23 Wellington Street. In 1852, on the erection of a second church, it became the Methodist parsonage. It is now occupied by a cobbler.

The subsequent pastors up to 1852 were the Rev. Herman Davis in 1842, the Rev. Gilbert Miller and the Rev. Samuel Fear in 1844, the Rev. Gilbert Miller and the Rev. Abraham Dayman in 1845, the Rev. William Young in 1846, the Rev. David Hardy in 1847, the Rev. C. W. M. Gilbert in 1848, the Rev. John Sanderson in 1849, and the Rev. Cornelius Flummerfelt in 1850-51. None of these ministers lived in Lindsay at all except the Rev. David Hardy, who sojourned in the village during 1847.

The First Resident Methodist Minister

The first officially resident minister was the Rev. Thomas Hannah, appointed in 1852. During his ministry a much larger frame church, more recognizable in its architecture, was built next to the original building, but fronting on William Street. It is occupied at the present day by Skitch's Carriage Works. The earlier structure was then occupied by Mr. Hannah as a parsonage.

From 1854 to 1865 Lindsay was now the head of a circuit and

during most of that period two preachers were required to cope with all the country appointments The senior incumbents were as follows.—1854-56, Rev J C Osborne; 1857, Rev James Greener; 1858-60, Rev D C Clappison, 1861-63, Rev S C Philp, 1864-66, Rev A Edwards; 1867-69, Rev James Greener The assistants were the following.—1854, Rev Garrett Dingman, 1855, Rev W H Chard; 1856, Rev James Ash, 1857, Rev A L Peterson; 1858, Rev David Jackson, 1859 Rev W W Millen; 1860, Rev J H Stinson, 1861, Rev N S Burwash; 1862, Rev N Galbraith, 1863, Rev Thomas Adams B A., 1864, Rev W F Morrison, B A In 1865 most of the country appointments were formed into an Oakwood Circuit In 1868 all remaining outlying charges were annexed to Oakwood and the Lindsay church was left to devote all its energies to development at home

A floating debt of several hundred dollars was now paid off in 1869 and preparations were made to build a new brick church and a new parsonage In 1870 the Rev Mr Greener was succeeded by the Rev C Freshman, D D A lot was purchased in this same year on the northwest corner of Bond and Cambridge streets, and a parsonage built In 1871 a church of white brick was put up on the same property at a cost of $12 000 It was dedicated to divine worship on December 17, 1871, by the Rev W M Punshon, D D, the Rev G R Sanderson, D D, and the Rev G H Davis The ministers for the next fifteen years were as follows.—1872-74, Rev James Brock, 1875-78, Rev Charles Fish, 1877-79, Rev Wellington Jeffers D D., 1880-82, Rev John S Clarke, 1883-84 Rev Wm H Elmsley; 1885-88, Rev M L Pearson

A Season of Amalgamation

In the early eighties two local congregations of similar tenets, the Episcopal Methodists and the Bible Christians, amalgamated with the Cambridge Street church The Episcopal Methodists were the dominant division of the Methodist church in the United States A mission on Peel Street flourished in the seventies, but was closed in June 1881 by the Rev George Abbs the presiding elder of the district because of the atrophy of funds and enthusiasm The Bible Christian church had begun in England in 1815 in an evangelistic revival within the Wesleyan Methodist church Its leaders were pursued by the Methodists with the same bitter persecution that they themselves had suffered from the Church of England in the previous century In Canada a wider toleration helped to heal the breach but separation prevailed until the eighties A Bible Christian congregation in Lindsay built in 1873, at a cost of $3400, a white brick church on the east side of Cambridge Street between Wellington and Peel streets, the building occupied today by the Baptists Their chief pastors during the next ten years were the Rev Mr Ayers the Rev Mr Roberts, the Rev R T Courtice, and the Rev Mr Limberi On

February 12, 1883, the congregation voted to join the Methodist church, and one Sunday morning in the following summer the members marched up Cambridge Street in a body to be welcomed back into their ancestral fold. Similar reunions of Methodist sub denominations were being accomplished throughout Canada at this time and on Tuesday, October 23, 1883, a service of commemoration and thanksgiving was held in the Cambridge Street church.

The congregation had by these amalgamations become uncomfortably large for the church building. Alterations and additions were therefore made in 1886. Extensions were made on the north and south sides, giving additional seating capacity for several hundreds. A gallery was built around the north, east and south walls of the interior and a pipe organ fronted by a choir loft, placed in the west. The pulpit was placed in front of the choir. While this remodelling was in progress the congregation met each Sunday in the upstairs auditorium of the town hall. The church was formally reopened on December 19, 1886.

The pastors of the Cambridge Street church since that time have been as follows:—Rev. Wm. Williams, D. D., appointed 1883, Rev. T. M. Campbell, 1891; Rev. S. J. Shorey, D. D., 1894; Rev. Thomas Manning, D. D., 1897, Rev. Geo. W. Henderson, D. D., 1902, Rev. Geo. J. Bishop, D. D., 1905, Rev. J. P. Wilson, D. D., 1908, Rev. S. J. Shorey, D. D., 1911; Rev. A. H. Going, 1915; Rev. E. Vol. Tilton, 1918.

East Ward Methodist Church.

A second Methodist church, functioning in the East Ward of the town, is now forty-three years old.

For some time prior to 1878, the Rev. James Greener, a superannuated minister, had been carrying on pastoral work in the East Ward on his own initiative. No church of any denomination existed east of the river. In 1878 the Mayor of the town, Colonel Deacon, gave Mr. Greener a quarter of an acre of land on Bertie Street and Mr. Greener, on his own responsibility and at his own expense, had a little wooden church built on it. On the 17th of November, 1878, the building was dedicated to the service of God.

The Rev. Mr. Greener was followed by the Rev. W. A. V. Pattyson, the Rev. Thomas Culbert and the Rev. G. W. Dewey. In 1888, during Mr. Dewey's pastorate, a two-storey frame church veneered with white brick was built on the southeast corner of Queen and Caroline streets. The building was 58 feet long by 42 feet wide and had the main auditorium upstairs and the Sunday School on the ground floor. The Bertie Street church was converted into a double dwelling house. It was burned down on February 18, 1892. A parsonage was built on St. Paul Street in 1889.

The pastors since the time of the Rev. Mr. Dewey have been as follows:—Rev. Newton Hill, appointed 1891; Rev. John W. Totten,

1894; Rev. James McFarlane, 1897, Rev. A J. Harvey Strike, 1900; Rev. H. L. Phelps, 1904; Rev. Jos. R. Real 1906; Rev David Balfour, 1910, Rev. J. S McMullen 1913, Rev. C H. Coon, 1917.

In 1520 steps were taken to put up a new church on the southwest corner of Lindsay and Wellington streets On March 17, 1921, a $25,000 building of red brick was opened by Dr. Chown, General Superintendent of the Methodist church in Canada

The Methodists in Lindsay total 2262

III. Presbyterianism in Lindsay.

The Presbyterian church comes third in Lindsay in point of seniority

About 1835 itinerant Presbyterian ministers began to visit the hamlet and preach in one log home or another Prominent among these missionaries was a Rev. Mr Moore, from the Presbyterian church in Ulster The number of Presbyterian families increased during the next decade and in 1845, four years after Father Fitzpatrick had built his log chapel and the Rev. John Sanderson his tiny frame Methodist church, the Calvinists determined that they, too would have a place of worship A lot was secured from the government on the south side of Francis Street about mid-way between Cambridge Street and Victoria Avenue, and a log cabin, thirty feet long by twenty wide, put up on the northwest corner of the property by a congregational bee Everything was very primitive No ceiling extended below the rafters. The walls were logs, rough-hewn and plastered Unlike the Catholics, who had provided a rude altar but no pews, the Presbyterians had at first no pulpit—not even a platform, in fact—while the congregation sat comfortably on rough planks supported on cedar blocks Some time later Thomas Ray and Hugh Moore added a low platform and a pulpit and substituted bench-legs for the cedar blocks The Crown Patent for the church lot was not secured until November 7, 1848 It was issued by the Earl of Elgin then Governor-General of Canada, to a board of trustees consisting of Samuel Smith, Andrew Hall, Duncan Fisher, John Diment, and Thomas Ray.

For three years after the building of the church, the congregation was entirely independent and tended only by occasional missionaries in 1848 it was taken in charge by the United Presbyterian church and connected with the Presbytery of Durham The presbytery gave such supply as they could for the next three or four years but it was not until 1853 that the Rev. Gilbert Tweedie, a licentiate of the United Presbyterian church, was ordained and inducted as the first regular pastor in the log church His field of labor covered Verulam, Ops Lindsay, and Mariposa Duncan Fisher, formerly an elder at Mount Pleasant, and Thomas Ray, ordained by Mr Tweedie, were the first elders.

The Coming of Disruption.

The congregation was, in its simple way peaceful and prosper-

ous ,and if matters had been allowed to go on according to the best wishes of the people the Presbyterian church in Lindsay would have had a very different history for the next few decades. However, the Caledonian disruption of 1843 ultimately reached Lindsay and rent the church asunder. Had it not been for ecclesiastical interference from without it is extremely doubtful whether any local differences would have produced the wide estrangement that afterwards existed. As it was Mr Tweedie resigned in 1855 and several families withdrew from the log church to form the nucleus of a Free Church body which six years later became identified with the Canada Presbyterian church. The remainder of the original congregation continued in connection with the Church of Scotland. Thus, in Lindsay, instead of one united and prosperous Presbyterian congregation, two small parties struggled along through overwhelming difficulties.

For three or four years the Church of Scotland had no regular services in the log church. In 1859 the Rev. William Johnston was inducted as their first minister. In 1863, during his pastorate, a brick church was put up on the Francis Street lot. Mr. Johnston was succeeded in 1865 by the Rev. J. B. Muir, and on Sunday, November 26, Messrs. Neil McDougall, Thomas Robertson, and Godfrey McPherson were ordained as elders. Mr. Muir was followed by the Rev. Robert Dobie, and he in turn, in 1870, by the Rev. J. Allister Murray of Mount Forest.

The Canada Presbyterians were likewise without services for some time after separation. In 1856 Mr. Sharpe, a colporteur, was sent in by the Canada Presbyterian church to inquire into their state and prospects. He held some services in the old town hall on Cambridge Street (now Sinclair's Carriage Works) and in the Episcopal Methodist church building on Peel Street. In 1863 the congregation bought the northeast corner of Lot 8 on the south side of Peel Street, just west of T. A. Fisher's present grocery store, and on it built a church. Services were given by student missionaries and by members of presbytery from time to time. Such famous divines as the Rev. Mungo Fraser and Dr. Gibson preached here in their student days. Up to 1869 Thomas Ray was the only elder, but in that year C. Blackett Robinson, editor of "The Canadian Post," and Dr. Tweedie, then practising medicine in Lindsay, were added to form a session. In 1868 the Rev. Mr. Binny was inducted as the first regular pastor. He remained for five years. Then, in 1873, the Rev. Mr. Hoskins was called and inducted, but remained only a few months. He was succeeded in the latter part of the same year by the Rev. E. W. Panton, who continued as pastor for nearly two years.

The Church Reunited Once More.

In 1875 a notable event took place in the history of Canadian Presbyterianism when on June 15th the two sections of the church were happily reunited. In accordance with the recommendation of

assembly that wherever there were two weak congregations they should if possible unite, St Andrew's church on Francis Street and the Peel Street church at once proceeded to amalgamate Both pastors resigned and the united congregations became St Andrew's church, Lindsay

All now worshipped in the Francis Street building On June 22, 1876, the Rev James Hastie of Prescott became the first pastor of the unified church He was succeeded on June 17 1884, by the Rev Daniel McTavish, D Sc, who was chosen by the congregation even before his academic course was finished

The church edifice on Francis Street was now found to be far too small and new accommodation was sought In December 1885 Mr Wm Needler offered to donate a site on the southeast corner of William and Peel Streets and to make cash subscriptions that would bring his total contribution up to $3000 A canvass was made throughout the congregation, who then totalled 266, and funds were raised to build an $18,000 church On June 7, 1886, the corner-stone was laid by Dr McTavish A commemorative scroll was read by Mr J R McNeilhe, and an address delivered by the Rev G M Milligan of Old St Andrew's, Toronto A hurricane which raged throughout the ceremony helped to make the occasion a memorable one The church was formally opened on Jan 2, 1887, by Principal Grant of Queen's University It was seventy five feet long by sixty feet wide and was designed in the style known as "decorated Gothic" The architect was William Duffus of Lindsay, who also planned the convent, the Anglican church, and the Collegiate Institute The elders at this time were Thomas Ray, James Watson, John Matthie, John McLennan, James Hamilton, Andrew Robertson and James R McNeillie The Francis Street building was now occupied for many years by public school classes and was demolished in more recent times to make way for dwelling houses

In November 1887 a manse was built on the southwest corner of York and Peel Streets, just behind the church, and was taken over by Dr McTavish On July 11, 1889 he was succeeded by the Rev Robert Johnston B A, a gold medallist in general proficiency in Arts at McGill University and a gold medallist also at the Presbyterian theological college at Montreal In 1895 the Rev J W McMillan B A, of Vanconver, was inducted During his ministry, on January 21, 1900, a new Sunday School building of white brick was opened just north of the church it was built by John Thorburn of Lindsay and had a seating capacity of 750

The Rev James Wallace M A, B D, M D, C M, now of Renfrew succeeded the Rev Mr McMillan in 1903 The present pastor, the Rev F H McIntosh, has been in charge since 1915

There are 1297 Presbyterians in Lindsay

IV. The Church of England in Lindsay.

Fourth in order of seniority in Lindsay comes the Church of

England

The first service was held in 1855 in the old town hall by the Rev. John Hickey, who had driven in as a missionary from Fenelon Falls. In 1858 the Revd. John Vicars was appointed incumbent, and a 99-year lease secured from the government on the lot on the south side of Kent Street, now occupied by the Post Office. Here in 1859 a large frame church, in service for the next twenty-six years, was erected.

Prominent among the church members at this time were Wittam Sloughton, T. C. Patrick, W. D. Russell, G. M. Roche, Wm. Bell, Dr. Joshua Fidler, Wm. Grace, Robt. Lang, John Thirkell, Hartley Dunsford and John Bryans. Messrs. Stoughton, Fidler, Grace and Dunsford were among the early church-wardens. In early times Mr. T. C. Patrick took a prominent part in the music of the church and his mantle fell later on Inspector J. H. Knight who was long organist and choirmaster.

The Rev. W. T. Smithett succeeded Mr. Vicars in 1872. In 1881 the Rev. Vincent Clementi was appointed rector with the Rev. S. Weston-Jones as curate-in-charge. The latter succeeded to the rectorship in 1883.

In 1884 preparations were made to build a new church. A Building Committee, consisting of Wm. Grace, D. Brown, Thomas Watters, Rev. Weston-Jones, Adam Hudspeth, and R. L. Bryans, and a Finance Committee, consisting of J. H. Knight, C. D. Barr, Dr. Burrows, J. H. Southeran and G. H. Hopkins were duly formed. Mr. Adam Hudspeth donated a church site of half an acre on the south side of Russell Street between Wellington and Cambridge streets and the Finance Committee purchased a quarter acre of adjoining land with a view to putting up a school house and a personage at some later time. The plans adopted were prepared by Messrs. Stewart and Denison, Toronto. The contract for constructing the church was awarded to Messrs. McNeely and Watters, of Lindsay. The corner stone was laid with Masonic honors on Dominion Day, 1885. Most Worshipful Brother Hugh Murray, of Hamilton, Grand Master of the Grand Lodge of Canada, officiated. The completed church was dedicated on November 25, 1885, by the Lord Bishop of Toronto and eleven assisting clergymen.

The new church was built of white brick on foundations of Bobcaygeon limestone, 110 feet long by 59 feet wide. Ohio bluestone was used for the facings. On the northeast corner was a tower fifty feet high surmounted by a spire sixty feet high. The latter was finished off with a finial of hammered iron. The front of the church was lighted by a large triplet window, 14 feet wide and 22 feet high. There were seven windows in the main walls on each side and five clerestorey windows in the upper walls supporting the roof. The rear of the church was built in a half-octagon shape and was lighted by three windows. The seating capacity of the church was reckoned at 550. The price paid to the contractors was $14,659.27. As all the ex-

penses bore very heavily on the congregation, it was not until February 24, 1921, that the mortgage covering the church's debt was formally burnt.

The Rev C H Marsh became the rector of this new St Paul's church in 1857 and today, in 1921, is still the incumbent. The following curates have assisted him during his thirty three years of service in Lindsay,—Rev Wilson McCann, B A , now deceased, Rev Carl Smith, of Brooklyn, N Y , Rev. Archdeacon Perry, of Hamilton, Rev. Dr Hallam, Lecturer at Wycliffe College and Editor of "The Canadian Churchmen"; Rev. Major McIlmara, of St John's Church, Toronto; Rev Kingstone, Rev Bilkey, of Brantford, and Rev G R Maconachie, who is still with him.

During the first year of Canon Marsh's sojourn in Lindsay a school house was built on the church lot and in 1905 a building uniting the school house and church was put up at a cost of $1500. In the same year a new pipe organ, costing $2450, was installed. A rectory was built on the church property in 1914 at a cost of $7000.

According to the last census, there are 1394 Anglicans in Lindsay.

V. History of the Lindsay Baptist Church.

The first local Baptist church was organized on Saturday, February 28th, 1863, when thirteen Baptists, resident both in Lindsay and in Ops, gathered in a private home for church fellowship. These original members were Mr and Mrs Wm Thornhill, Mr and Mrs Thomas Richardson, Mr and Mrs David McGahey, Mr and Mrs George Calvert, John Calvert, Mr and Mrs William Garnett, Mrs Duncen Fisher, and Peter Fisher. The meeting was presided over by "Elder" Alexander McIntyre, of Fenelon Falls. William Thornhill and Peter Fisher were elected deacons at this time and John Calvert was given like office in the following year.

Application for a building site was made to the government and two lots were secured, one at Hill Head, near Reaboro, in Ops, and the other on the northwest corner of Wellington and Sussex streets, Lindsay. The original Board of Trustees, constituted in July 1865, were William Thornhill, Joseph Wilkinson, Peter Fisher, James Weir, and George Calvert.

In 1865 the first minister, the Rev. A A Cameron, was called. He was succeeded in 1866 by the Rev. Matthew Gold, who left in 1870. The church records for these early years are still sulphurous with the discipline meted out to fractious sheep of the flock.

The congregation met for a time in a frame building on Cambridge Street South on the side of Dennis's brick livery barn. Meetings were also held in the town hall. About 1866 a chapel was built on the Hill Head lot and in October 1867 a frame church, 50 feet long by 30 feet wide, was put up on the Wellington Street lot and painted by a bee under the direction of Daniel Silver. This church

was formally opened with a tea meeting on January 13, 1868. During the sixties great financial assistance was gratuitously given to the church by Mr. William Craig, of Port Hope. Generous and unfailing support was also given, and for nearly half a century, by Mr. George Matthews, a native of Birmingham, who joined the church in June 1847 and was a deacon from May 1872 until his death in 1914.

In 1871 the Rev. John Cameron, of Claremont, became pastor. He was followed two years later by an Englishman, the Rev. Mr. Prosser. In January 1873 the Ops church members separated for business and the observance of ordinances and on August 23, 1873, twenty-one members were given letters of dismission and formed themselves into an Ops church. Various mutual arrangements have been made since that time with regard to pulpit supplies but the exchequers and communion rolls have remained separate and distinct. Baptisms at this time were performed in the Sengog River, just above the Riverside Cemetery.

On March 3, 1878, the Rev. W. K. Anderson, who followed Mr. Prosser, preached his first sermon in Lindsay. The Rev. Mr. Anderson continued in this pastorate for nearly fifteen years, and was greatly loved by his people.

In 1885 negotiations were made for the purchase of the brick church and Sunday School on Cambridge Street vacated by the Bible Christians two years before, on their amalgamation with the Methodists. Temporary occupation had already been conceded to the Saved Army, under Captain Munt, but the zeal of that brief movement was fast evaporating. A bargain was finally struck between the Baptists and Methodists for a purchase price of $5374. Alterations were made. A new Gothic arch was cut through the wall in rear of the pulpit and an alcove, in which a baptistry was inserted, built in rear. Gas was also introduced to replace the oil lamps formerly used. The old church was sold for $2100, and converted into a dwelling-house. By October 1885 only $838 was still outstanding on the new church and George Matthews, then church clerk, promised to subscribe one-half of this amount if the church would raise the other half. The response was immediate and on November 10, 1885, a clear deed to the property was secured. A meeting for thanksgiving was held that same evening. The deacons at this time were Messrs. Matthews, Richardson, Silver, Mitchell and Harding.

The Rev. Mr. Anderson was succeeded in 1892 by the Rev. H. Wars, of Chatham. The latter was found dead in shallow water at Sturgeon Point on May 18, 1893. Subsequent pastors have been the Rev. Ralph Trotter, 1893-4; the Rev. L. S. Hughson, 1895-1903; the Rev. G. R. Welch, 1903-1911, the Rev. H. Bryant, 1911-1920, and the Rev. P. B. Lonsy, called in 1920.

The last census recorded 352 Baptists in the town.

VI. The Salvation Army in Lindsay

The work of the Salvation Army was begun with a public meeting in the present town hall at eleven o'clock on the morning of

July 29, 1883. Lieut. Frere and Sergeant Brodyard opened the campaign and were reinforced on the following day by Captain Wass. Special meetings were then held for six weeks in Bell's music hall on William Street.

A search for permanent quarters was soon made, and a building site secured on Peel Street, the present location. An old pioneer log cabin which stood on the lot was pulled down and cut into firewood in April 1884. The citadel for the Army was built during October and November 1884 by T. McWilliams. A spectacular street poster announcing the opening of the new building was headed, in flaring letters: "A big joke on the devil." The lot cost $1100 and the building $2000.

The first permanent officers of the Army in Lindsay were Captain Glory Tom Calhoun and Lieut. Breakneck James McGinley. This early period of their local history was marked by demonstrative conduct, incomprehensible to the town, and by unreasonable persecution on the part of the police. The Army for example, determined to herald the incoming of the New Year in 1885 by a hallelujah procession, and marched up Kent Street at 12.15 a.m.—'beating their tom-toms' as one hostile editor put it. The whole contingent was arrested and spent the night in the council chamber. Their trial produced great excitement and the court room was so crowded that benches broke and several people were singed against the coal stove. Captain Cathoun was fined two dollars and his followers were dismissed with a warning. On another occasion the Army band made a gratuitous instrumental assault on the town band, marching round and round the latter while a public band concert was in progress and challenging the secular program with clamor and fanfare of hymns. The audience was put to flight by the excruciating chaos of sound. In the eighties, too, a female lieutenant, native to Lindsay, was courtmartialled and drummed out of the Army for refusing to discard her bustle. Still another young woman, Captain Bertha Smith, while kneeling in prayer in front of a Kent Street tavern, was brutally clubbed over the head by a zealous policeman and then given fifteen days in the county gaol for "loitering on the street." All these extravagances now seem very strange and far-off, for persecution has ceased and the Army has come to comprehend better the purposes of its venerable founder and has abandoned demonstration for zealous work amongst the submerged derelicts of humanity. Discretion has caught up with zeal and much good work has been done.

In March, 1921, under the effective leadership of Captain Pace, a new citadel was opened on the site of the earlier structure, which had been found inadequate. The cost of the new building was $13,000. It is a trim two-storey edifice of red brick, built on standard army lines. The ground floor is a Sunday School, known as the Junior Hall, and the second floor auditorium the citadel proper, capable of seating 300 persons.

The last census reported 118 Salvationists in Lindsey and the surrounding township.

VII. The Cemeteries of Lindsay.

The tribes of Northern Europe, from which we have sprung disposed of their dead by burial in the earth, with various religious rites. This ancestral form of burial is still universally followed in Victoria County.

The first Protestant cemetery in Lindsay was on the block bounded by Francis, Sussex, Colborne and Albert streets, where the Alexandra school now stands. About 1860 a new plot was purchased on the hill-slope in the East Ward at the southwest corner of Durham Street East and the town boundary. This cemetery was ready for interments on October 16, 1862. The grounds were unfortunately inadequate, and on August 24, 1870, the Riverside Cemetery Company was incorporated, and threw open a necropolis of thirteen acres on the east part of the south half of lot 17 in the fifth concession of Ops, about a mile south of the town. The first board of directors comprised the following:—President, J. S. McLennan; Secretary-Treasurer, Adam Hudspeth; Directors, D. Brown, E. Gregory, Joseph Watson, S. C. Wood, S. Bigelow, and J. Hamilton Bodles. Were transferred from the older cemeteries to this new field on the bank of the Scugog. Newspaper files record that on May 22, 1876, a wagon, loaded with rotten coffins, three tiers high and surmounted by a nonchalant tobacco-smoking driver, passed down Kent Street on its way to the new place of burial. This cemetery is still in use.

The early Roman Catholic cemeteries were two in number: one, where most of the villagers were buried, on Patrick Murphy's farm near the Murphy school-house (school section No. 1) four miles south of Lindsay, and the other on King Connell's Point. In 1860 Father Farrelly blessed a new cemetery on the western boundary of the town, opposite the end of Mary Street. This burial ground was abandoned in 1897, during Mgr. Laurent's incumbency, when a plot of 23 acres on the west bank of the river, south of the town, was purchased for $2300 and greatly embellished.

Chapter XV.

Research into Pioneer Survival

Racial stocks in Canada are notoriously unstable. All who have considered the question know that the original pioneer families in some sections of the country have almost completely disappeared. At the time of the tercentennial celebration at Quebec it was stated that only some 400 French-Canadian farmers could trace back their holdings to grants from the French Crown. Ontario, though settled much later, makes a similar showing. In the township of Kingston, Frontenac county, only one farm remains with the family to which it was patented.

Great credit is due to those rare families. Their unbroken record of labor in a neighborhood makes them the real founders of its prosperity, and their ancestral tradition of occupancy gives them a love for their homes that makes for national stability.

Surviving Pioneer Families in Victoria.

The present writer undertook recently to discover what proportion of the original pioneer stock of Victoria is still to be found in the county. It was decided to treat only of those who originally received the land from the Crown. Permission was obtained to consult the Domesday Books in the vaults of the Crown Lands Department at Toronto and a list of all the Crown grants in the County (some 4000 in all) was laboriously copied out. This list was then checked, township by township, and according to lot and concession, with a recent directory of the county. Two lists, sorted out into alphabetical order, were then prepared for each township, one showing the names of the patentees whose descendants still hold the original farms and the other the names of the patentees still represented locally but not on the original farms. As many men received more than one parcel of land, only the number of patentees (and not the number of patents) were taken into consideration. All cases of double and multiple grants were eliminated by checking.

The net results of this research work are shown in the table which follows. Column "A" represents the number of men in each township to whom land was granted. Column "B" records the number of original patentees whose descendants (through the male line) still hold the original farms. Column "C" shows the number of patentees whose descendants (through the male line) are still to be found in the township but not on the original farms. Column "D" is

the sum of "B" and "C," or the total number of pioneer patentees still represented in the county.

Township	"A"	"B"	"C"	"D."
Emily	456	53 or 14%	148 or 32%	208 or 46%
Ops	354	56 or 16%	89 or 25%	145 or 41%
Mariposa	417	22 or 5%	97 or 23%	115 or 28%
Verulam	245	23 or 10%	41 or 17%	68 or 27%
Fenelon	275	18 or 7%	53 or 19%	71 or 26%
Eldon	352	55 or 18%	85 or 28%	185 or 44%
Somerville	143	13 or 5%	18 or 15%	51 or 32%
Bexley	59	0 or 0%	7 or 10%	7 or 10%
Laxton	143	25 or 15%	5 or 3%	35 or 24%
Cardan	204	41 or 20%	42 or 20%	83 or 40%
Digby	50	8 or 15%	9 or 18%	17 or 34%
Dalton	117	24 or 20%	20 or 17%	44 or 37%
Totals	2828	352 or 12%	523 or 23%	851 or 38%

Remarks on the Statistics

Investigation thus shows that over one-third of the patentee pioneers of Victoria are still represented in the county by their descendants in the male line. The additional instances where their blood persists through their female descendants' intermarriage with other families still found locally would doubtless, if it could be traced, raise the proportion of pioneers surviving to over one-half. Further, many of the patentees unrepresented were land speculators and beneficiaries of grants to U. E. L. descendants, who did not settle on their lands but sold out later to others who did occupy permanently and may therefore be regarded as the real pioneers on such lots. A checked list of such pioneers by private purchase would raise our figures still higher, but its preparation is, unfortunately, impracticable.

The *bona fide* statistics for patentee survivals through the male line, as shown above, are, however, in themselves sufficiently remarkable. A record of 851 patentee families in a single county persisting for the better part of a century is most unusual in Ontario.

Close inspection of the individual townships brings out illuminating differences in their records.

Emily was the first municipality thrown open for settlement, yet it has the highest number of surviving families. There are 53 actually on the same farms and 208, or nearly one-half of the original total, still in the township. The solid nucleus of this survival is the band of 142 families of Irish Roman Catholics who came in with the Robinson Immigration of 1825 and settled in the northern concessions of Emily. Most of these families still persist. It might also be noted that Humphrey Finlay, the first settler in Emily and therefore in the whole county, is still represented on Lot 15, Concession I, the original holding.

The original settlers of Ops were largely of the same Roman Catholic Irish stock (though only partially of the same immigration) and have shown the same phenomenal stability

In Eldon the patentees were chiefly Scotch and chiefly from Argyleshire. The degree of persistence here exceeds that in Ops and almost equals that in Emily. Practically every surviving patentee family is Scotch.

Mariposa, Fenelon and Verulam were taken up piecemeal by English and Irish Protestants. The record in these townships has been somewhat spoiled by land speculators but even so it seems as if their pioneer stock had lacked the coherence of the more homogeneous settlements in North Emily, Ops and Eldon.

Bexley and Somerville were opened up much later than the six southern townships and the rest of North Victoria much later still. Some patents in North Victoria are even dated in the present century. Comparison with South Victorian townships is therefore very unequal. If such a comparison be undertaken, it will throw into even bolder relief the remarkable stability of South Victoria and at the same time betray the essential non agricultural character of the northern townships. In Bexley, the first northern area to be opened, not one farm remains with its original owners in the other townships the proportion ranges from one-eleventh to one-fifth. No figures are given for Longford as that township was not patented to settlers.

Persisting Pioneer Families in Emily.

There now follow lists for each township of the actual pioneer patentees who are (1) represented on the original farm and (2) represented otherwise in the same township. In the former list the farms are indicated. The concessions are shown in Roman numerals and the lots in Arabic numerals.

The farms of the following 53 Emily pioneers were granted to them by the Crown and still remain in the same family:—Moses Begley, X 15; David Best, I 12, Henry Best, I 13; James Boate, V 22, William Boate, V 22, John Callaghan, XIII 9, Patrick Callaghen, VII 7, John Carroll, VII 16, Timothy Carroll, VII 16, Martin Carroll, VIII 10, Michael Costello, X 10, Timothy Dorgan, XI 14, Bartholomew Downey, IX 6, Thomas Fee, V 12, William Fee, V 12, Humphrey Finley, I 15, Dennis Fitzpatrick, VIII 12, James Flaherty, IX 22, Thomas Flaherty, IX 22, Daniel Flynn, IX 10, Michael Flynn, IX 10, William Ford, II 6, George Franks, VII 22, Martin Herrington, XI 6, Timothy Heenan, XII 3, Patrick Herlihey Sr. XII 14, Patrick Herlihey Jr. XII 14, Patrick Hickey, X 10, Michael Houlihan, XII 7, Henry Jackson, II 18, David Kennedy XIII 3 and XtV 3, Wm. Kennedy, XIV 2, Wm. Laidley, IV 3, James Madigan, XII 13, Michael Madigan, XII 13, John Milloy, VIII 3, Peter Milloy, VIII 3, John Mitchell, IV 13, Timothy Morrisey, X 17, Patrick Murthe, XIII 13, Edward Morrisey, IX 14, Michael McAuliffe, IX 20, John McCer-

rell, III 18, John McFeeters, XIV 17, William McGahey, XII 2, Samuel McGee, II, 10, Arthur McQuede, V 9, Edmund O'Donnell, VI 23; John O'Leary, IX 6, Richerd Padget, XIII 3; Bertholomew Piggott, XI 5, Daniel Piggott, XI 5, Edmond Piggott, X 4, John Scully, VII 2 and IX 2, Charles Shaw, IV 3 Henry Sheerin, III 17, John Smith, XIII 6, Dennis Sullivan, VII 20, John Sullivan, XII 21, Tobias Switzer, V 18, John Toole, II 4, Daniel Winn, VIII 2, Robert Winn, VIII 1

The family names of the followlng 145 original patentees are still to be found in Emily but not on the ortginal farms —Edward Bailey, David Belfour, James Belfour, William Berrett, James Best, John Best, Wm Best, John Blackwell, Wm Bradley, Cornelius Calleghan, Jeremiah Callaghan Samuel Carew Thomas Carew, Edmond Calleghan Charles Chambers, Patrick Clancy John Clark, John Collins, Michael Collins, Dennis Connell, George Connell John Connell, Patrick Connell Samuel Cottingham William Cottingham, Samuel Davidson, Daniel Donoghue, Dennis Donoghue, Maurice Donoghue, John Dorgan, Francis Duffy, Thomas Elliott Robert English, William Elliott, Henry Fee, Samuel Ferguson Daniel Fitzpetrick, Petrick Fitzpatrick, John Flynn Terence Flynn, Michael Flaherty, Patrick Flaherty John Germon Hugh Graham, Ahraham Groves, Thomas Groves David Guiry, Sareh Hamilton, Abraham Henderson David Henderson Francis Henderson James Henderson, Robert Henderson, Thomas Henderson, Wilham Henderson, Dennis Hennessy, Dennis Houlihan, Wm Houlihan, Anthony Hunter Thomas Houlihan Wilham Irwin John Jackson Michael Jackson, Roherl Jachson Andrew Jamleson Samuel Jamtsson, Henry Jones, Hugh Joess Humphrey Jones, Adam Jones James Jones John Jones, Robert Jones, James Laldley, James Lang, William Lang, John Latchford, Michael Lowes, Richard Lowes, Geo Miller, John Miller, Wm Miller, Joseph Mills, Wm Mills, John Magee, George Mitchelt, James Mitchell, Jeremiah Mitchell Robert Mitchell, Thomas Mitchell, Wm Mitchell, Zachariah Mitchell, Henry Moore John Moore James Moore, Thomas Moore, David Mulcahey Michael Mulcahey, Wm Mulcahey, James Murray, Peter Martha Mertin McAuliffe Edward McCall, Ieslah McCall, James McCall, James McCarrell, Robert McCarrell, Wm McConnell, Anthony McDonald Wm McMullen, Dennis O'Connor, Nell O Donnell, Francis O'Leary, Samuel O Leary, Timothy O Leary, Patrick O'Nell, George Padget, Wm Parker, John Pogue Elize Patrick, Wm Piggott, Michael Powers, John Rehill Mark Robinson, Samuel Robinson David Rowan, Thomas Rowan, Roberl Sherin Edward Sullivan, Michael Sullivan, Adam Thornton, David Thornton, John Thornton, Wm Thornton, Jabez Thurston, Wm Thurston John Twomey, Maurice Twomey, Elliott White Richard White, Wm Wilson, Samuel Wtndrtm, George Winn Henry Winn, Simeon Wright

Surviving Pioneer Families in Ops.

Descendents of the followlng 56 pioneer patentees in Ops still

hold the original farms today:—Robert Blaylock, XI 5; Francis Brady, V 6, William Brady, V 6, Owen Carlin, VI 9, Arthur Collins, IX 15, John Connell, III 7, Wm. Corley, IV 20, Charles Cornell, XI 7, Andrew Costello, I 22, John Cudahee, I 10, Patrick Cunningham, VIII, 15, John Deyell VIII 4 and 5, George Downey, VIII 5, Timothy Finnegan, II 18, James Graham ,II 24, Wm. Graham, I 24, Peter Greanan, VI 5, Abraham Hartley, X 18, Sampson Hazelton, IV 21, Thomas Hawkins, VIII 8, Joseph Hickson, IX 5; John Hickson Sr., IX 6; John Hickson Jr., IX 8, Timothy Heenan, IX 19; Samuel Jamieson, VII 8; Patrick Leddy, III 20; Thomas Lee, VI 5; John Logie VII 20; Isaac Moynes, II 23, John Murphy, V 11, Michael Murphy, V 11; Roger McHugh, V 14; Patrick McHugh, III 5, Michael McCabe, VII 5; David McGahey, VI 14, Wm. McGinnis, XI 21, Alex McNeil, III 26; Elizabeth Pogue, X, 1; James Pogue, XI 1, William Pogue, I 18; Charles Peel, XI 15, Thomas Ray, III 15, James Rea, X 6; William Rea Jr., X 6, Joseph Reynolds, VII 5, Robert Reynolds, VII 6, Wm. Reynolds, VII 5, Thomas Robertson, VI 15; Edward Shaw, XI 2; Richard Shaw, IX 5, John Shea, V 8; Mary Shea, V 5, Edward Tully, V 18; Peter Tully, V 5 and 18, John Walker, VII 15; Benjamin White, X 25.

The following 59 patentees' families are represented but not on the old farms —Thomas Ball, Philip Bennett, Wm. Best, James Blackwell John Blackwell, Wm. Blackwall, Michael Brady, Philip Brady, Garrett Brock, Samuel Brown, Charles Burke, Elizabeth Burke, Patrick Burke, Robert Clarke, Catherine Collins, Timothy Collins, Richard Connor, David Cornell, James Cadahee, James Cunningham, John Cunningham, Joanna Curtin, John Ellis, Philip Farrelly, Daniel Finnegan, Patrick Finnegan Duncan Fleher, Patrick Fitzpatrick, Robert Finnegan, John Graham, Andrew Hall, James Hall, Cornallus Hogan, James Hogan, John Hogan, Patrick Hogan, Martin Hogan Richard Houghton Alex Hunter. Francis Hutton, James Hutten, George Jackson, John Kennedy, James Kerr, Wm. Jackson. Patrick Lee, William Logie, John Lynch, William Lynch, James Maloney, John Maloney, Thomas Miller, Dennis Murphy, Samuel Magahey, Andrew Magee, Francis McCabe, James McCabe, Patrick McCabe, Bernerd McGeough, Charles Naylor, John Naylor, John Nugent, Thomes Nugent, Maurice O'Connell, Patrick O'Connell, Samuel Parkin, John Peel, James Powars, Michael Quillan, David Ray, Thomas Rea, William Rea, James Reid, Wm. Robertson, Thomas Robinson, Jeramiah Scully, James Shea, Thomse Simons, John Sloan, Robert Thorne, Daniel Twohey, Dennis Twohey, James Twohey, John Twohey, Thomas Twohey, James Walker, Ann White, George Wilson, James Wilson.

Patentee Survivors in Mariposa.

The farme of the following 22 Mariposa pioneers are still held by their descendants—Hugh Cameron, III 9; John Campbell, XIV 10, Kenneth Campbell, XIV 10, Wm. Clark, XV 2, Wm. Copeland,

XIII 6, Hugh Dundas, VIII 23; Stephen Dundas, VIII 22; Wm. Eakins, VI 22; Robert Edwards, I 16; John Ferguson, V 2; Archibald Glenny, V 17, Samuel Kirkland, X 10; Daniel Lee, XI 15; Malcolm McArthur, XV 16; Andrew McKay, XIII 15; Donald McKinnon, II 3; Norman McLeod, XV 9, William McLeod, XV 8; Andrew McPherson XI 9, Thomas Smith, I 8; Charles Truax, VII 2; Wm Wright, XII 6

Descendants of the following 37 patentees are found on farms other than those originally granted by the Crown; Henry Armitage, Jesse Armitage, David Benson, John Black, Abraham Bowes, Hollis Bowes, John Broad, George Brown, Peter Brown, Samuel Campbell, Donald Campbell, Hugh Carmichael, Donald Carmichael Aaron Choate, Jacob Choate, Nathan Choate, Thomas Choate, Ira Clarke, Paul Cole, Archibald Currie Thomas Clarke, Samuel Davidson, John Davidson, Seymour Dean, Theodore Dean David Dundas, Henry Dunn, James Emmerson, Ann Ferguson, Malcolm Ferguson, Martha Ferguson, Neil Ferguson, Robert Foster, Wm Galloway, Robert Glenny , Edward Graham, Elizabeth Grant, Hector Grant, Reuben Grant, James Hall, John Hall, Matthew Hancock, Gilbart Harris, Robert Irwin, Stephen James, Benjamin Johnston, Thomas Johnston, Amos Lake, Francis Lane, Richard Mark, Samuel Metherell, Bartholomew Mitchell, Christopher Mitchell, Jacob Mitchell, Donald McDonald, Jane McDougall James McElroy, Matthias McKay, John McKinnon, Neil McKinnon, Angus McLean, John McLean, Norman McLean, John McKague, Susan McTaggart, Duncan McTaggart, Robt McNab, Aaron Nichols, James Nicholls, Nathan Nicholls, Robert Nicholls, Austin Noble, Wm Patterson, Peter Philips, James Pogue Wm Richardson, Asa Rogers, Joseph Rogers, Joseph Russell John Scott, Sarah Sinclair, George Sowden, John Spark, Lewis Styles, Joseph Tinney, John Thompson, James Tolmie, David Tripp, George Wallis, Samuel Webster, Wm Webster Jacob Whiteside, Hannah Williams, Edward Wilson, Lorraine Wilson, John Wylie, Isaac Yerex

Patentee Survivors in Verulam.

The following 25 Verulam patentees are still represented on their original farms —Wm Brandon, II 30; Wm Brown VIII 5, John Davidson IX 4, John Duggan, I 25, William Elliott, VI 28, Wm Flett, IV 32, Thomas Forest, VIII 2, William Foster, IX 31, Matthew Ingram, VIII 20 and 21, John Junkin, III 14, Wm Kennedy, II 2, Richard Middleton VIII 3, Robert Mitchell V 3, Peter Murdock, VI 5, John McDonald, V 4, James McFeeters, VIII 1, James Prescott, VIII 28, Joseph Ray, I 14, Alexander Robertson, V 8, Robert Robertson, V 10 and 11, Irwin Simpson, IX 2, Thomas Steele, VIII 8, Carnaby Thurston, II 7; Henry Thurston, II 5, Jonas Thurston, IV 2

Descendants of the following 17 patentees are still in the township but not on the original farms —David Ball, Thomas Beatty

Alexander Bell, Henry Brandon, John Brandon, James Brooks, Mery Coulter, John Crowe, Edward Davidson Henry Devitt, John Devitt, Thos Devitt, Wm Devitt Andrew Finley, Robert Grahem, Patrick Henderson, David Hunter, Gerner Hunter John Hunter, James Junkin, Lancelot Junkin, Edward Kelly, James Kennedy, Dovid Lamb, John Lamb, David Long, Wm Long, Lewis Meyers, David Murdock, James Murdock, Hugh McCallum James McCallum, Peter McDonald, Robert Parker Edward Prescott, Andrew Robertson, John Sproule, John Teylor, Christopher Thompson, George Thompson, Jabez Thurston

Fenelon Township Patentee Survivals

The following 18 Fenelon patents are still in the original hands:—James Bete, V 6; Dougald Brown, IV 20; Amos Coates I 8 and 9; John Cook VI 9, Wm Heli, III 8; John Hey, X, 6; Charles Hore, X 3, John Irwin, XI 3; Joseph Littleton, IX 19; Angus McFedyen, III 15, Randal McFedyen, III 15; Donald McKenzie, VI 1; Archibald McNeevin, V 21; Robt McNeevin, IV 20; Elies Palmer VI 24; Thomas Smithson, III 19 and 20, Robt Tompkins, III 1, David Scott Willock, VII 15

The following 53 patentees are represented on farms other than their own original holdings:—Alexander Beggs, James Brien, Thomas Brien, Francis Brown, Donald Campbell, James Campbell, John Chambers, Benjamin Clark, John Douglas, William Ellery, John Daniel, William Ellis, Ralph Faulkner, Samuel Faulkner, Duncan Graham, Thomas Graham, Wm Graham, Andrew Hall, Edward Hamilton, Andrew Hamilton, Francis Hay, James Hay, George Irwin, James Irwin, Robert Irwin, Wm Kennedy, Mertin Lee, Wm Marsh, John Moffat, Isaac Moynes, Thomas Moynes, John McArthur, John McCarrell Colin McFadyen, Mary McKay Isobella McKenzie, Donald McKinnon, Alexander McNabb, Hiram Nelson Thomas Oakley, Margaret Patton, Henry Powell, John Powell, Margaret Powell, Thomas Ree, Dugald Sinclair, Richard Smithson, William Smithson, Thomas Tamblyn, Robert Thompson, James Wallace Robert Wilson, Joseph Worsley, George Wright

Eldon Township Patentee Survivals

The following 56 Eldon patentees' families still persist on the original farms:—Mary Black, XI 17; Neil Brown, IX 19, Alex Cameron, VI 25, Alex Campbell, II 12; Archibald Camphell, II 12, Donald Camphell, V 20, Neil Campbell II 9, John Ferguson, XI 15, John Fraser, VII 22, Charles Fry, SPR 55-6, John Gillespie VII 11, Thomas Graves, X 20, Angus Logan X 20, Thomas Lyons, V 6, Moses Mitchell, NPR 53-4, Roger Moran, X 12, John Morrison, VI 20; James McAlpine, II 6, Duncan McArthur V 9, John McArthur, VIII 7, Peter McArthur, VII 7; Duncan McCorquodale I 2; Allen McEachern, III 11, Archibald McEachern II 22, Donald McEachern, V 15, Dugald

McEachern, IV 10, Duncan McEachern, III 15, Hugh McEachern IV 7, Lachlin McEachern, X 23, Malcolm McEachern, II 11 and 15, Neil McEachern II 10, Neil McEachern VI 6, Neil McEeonern, VII 8; Neil McEachern, VIII 24, Ronald McEachern, II 20, Wm McEachern, VIII 24, Ann McDonald, II 23, John McDonald, III 19, Donald McFadyen, II 17, Samuel McFadyen, X 3, Dougald McGillivery, SPR 12, John McGillvray, VII 23, John McInnis, VIII 16, Malcolm McMillan, VIII 6, Neil McNabh, IX 20; Duncan McPherson, IV 4, James McPherson, IV 4; Colin McRae, VII 23, John McRae SPR 30; John Nicholls, SPR 21, John Pearce, XI 21, George Ross, II 18, Duncan Smith, V 5, John Spence X 5, Wm Taylor XI 25, John Torrey, V 15

The following 39 patentees are represented on farms other than those originally held —John Bell, Duncan Brown, Frederick Brown, Angus Cameron Archibald Cameron, Donald Cameron, Ewen Cameron, James Cameron, John Cameron, Lachlen Cameron, David Campbell, Duncan Campbell John D Campbell, James Campbell, Hugh Campbell, George Campbell, Peter Campbell, William Campbell, John Collins, Walter Coulter, Wm Dixon, Wm Dunn, Angus Ferguson, Alex Ferguson, Israel Ferguson, Donald Fraser, Thomas Fraser, Hector Frazer John Fry, Donald Gilchrist, James Gilchrist, John Gilchrist Alex Gillanders, Dugald Gildesple, John Gillies John Gilmour, Donald Grant, Finley Grant, John Grant, Roderick Grant, Wm Grant, Dougald Mathieson Wm Mitchell, Alex Munro James Munro, Thomas Munro, John Murray, Nell Murray, Alex McAlpine Donald McArthur, Margaret McCorquodele, Angus McCualg, Angus McDonald Donald McDonald, Finnan McDonald Ronald McDonald, Thomas McDonald, John McDougall, Nell McDougall, Eachern McEachern, Farquhar McEachern John McEachern, Kenneth McEwan Peter McEwan Archibald McFadyen, John McFadyen John McInnes, Allan McInnis Donald McInnis, Alex McIntyre Angus McIntyre, Archibeld McIntyre, Andrew McIntyre, John McIntyre, Alex McKey, John McKay, Alex McLean, Hector McLean John McLean, Angus McLeod John McMillan Duncan McNabb, Archibald McPhail Andrew McPherson, Lachlan McQuarrie, Donald McRae Duncan McRae Farquhar McRae John Smith, John Sutherland Jr, John Sutherland Sr, John Thornton Wm Walker, Wm Williamson, Benjamin Wilson James Wilson, John Wilson, Wm Wright, Richard Uncles

Patentee Survivals in Somerville.

The following 13 patentees farms in Somerville remain with the original families —Ralph Byrne, VIII 3, John Coulter, II 2, Wm Cundill FR 12; George Eedes II 24, John Fell, I 13-14, Edward Hopkins I 7 and II 6, Wm Mason FR 10, Donald Murray FR 53, Thomas Smith, I 12, Isaac Watson FR 5, James White FR 56, An-

draw Wilson, XIII 7; William Young, VII 2.

Descendants of the following 18 patentees are in the township but not on the original holdings:—James Blackwell, Benjamin Burtchsell, George Cavenagh, Joseph Eades, Christopher Fell, Amos Feren, Eli Feren, James Mitchell, Alex Murray, Thomas Murray, Robert Magahey, Henry McGee, Roderick O Brien, Alexander Rettle, George Rumney, Richard Stewart, John Taylor, James Umphrey

Survivals in Bexley.

No farms in Bexley remain in the original hands. The following 7 patentees are, however represented elsewhere in the township:—William Dawson, Richard Harrison, Lois Johnston, James Lytle. William Lytle, William Moore, Donald Murray

Laxton Township Survivals.

The following 26 Laxton patentees are still represented on the original farms:—Augustine Angers, XI 2; Gideon Bailey, III 5; Mery Bailey, IV 7, Alexander Boyce, XI 12; Peter Burgess, IV 11; Edward Butterworth, I 3 and II 4, James Campbell, VIII 7, Edward Commerford, III 13, Edward Elson, VII 7, Michael Foley, I 13, Frank Hero, XI 1, Richard Hoskin, XI, 11, Elizabeth Martin, IX 5, George Martin, VIII 5, Jesse Parkin, IX 12; G M Perkins, XI 5; John Perkins, XI 5, Wm Perkins, XI 5, Edward Ryan, V 5, Henry Southern, V 5 and 7; Robert Staples, VI 2, Edward Stephens, IX 5; Cornellus Sullivan, III 10-11, James Wakelin, IX 2; Isaac Wicks, X 11, Wm Winterburn, VII 11

The following 9 patentees are represented on farms other than the original lots:—George Adair, Jesse Adair, George Armstrong, John Butterworth ,John Commerford, John Elson, James Gunn, Albert Southern, Daniel Staples

Survivals in Carden.

The following 41 Carden patentees' farms are still held by their descendants:—Mary Ann Barrett, VII 4, Edward Barks, IV 2; Patrick Cronin, VII 1; John Chrysler, IV 16-17, Moses Dack, III 12; Thomas Dack, III 12, Robert Dack III 15; Daniel Doy I 22; Isaac Day, I 23, Joseph Deverill, VI 21-22, Charles Duggan X 8; John Finn, VI 5, Wm Finn, VI 5; George Fox, III 16; Wm Holder, IX 11; Robert Irwin, III 15, Wm Ivory, III 15, James Jacob VIII 12; George Jarrett, IV 25; Patrick Moran, II 7, John Mullaley, IX 13; Thomas Mullaley, IX 11; John McCrackin, VI 23-24; Robt McCrackin, VI 24; Francis McElroy, V 5, Andrew McNab, I 21-23; Jas McNab, III, 3, Daniel McNamee, VIII 5; Luke McNaney, IX 6; Pat McNaney, IX 5; Michael McNulty, V 5, Adam McPeak, IV 19, John Scott, I 6; Edward Sheehy, VI 2, John Teel, IX, 13; Artemus Thompson, I 19; Solomon Thompson, I 18, John Turner, VIII 23, James Wetherup, IX

25; Nicholas Whalen, IV 4; John Wilson, IV 22.

Descendants of the following 42 patentees have changed farms within the township.—Wm. Alton, John Barrett, David Bark, Elizabeth Chrysler, Thomas Crawford, Asel Day, Joel Day, John Deverill, John Drury, James Drury, Murty Duggan, David Finn, Michael Finn, Cornellus Foley, Daniel Foley, James Foley, Michael Foley, Alex. Grahem, Andrew Graham, Hugh Graham, John Holder, Caleb Martin, Anthony Moran, John Murphy, Michael Murphy, Joseph McCrackin, Charles McDonald, Hector McDonald, Margaret McDonald, Patrick McGee, Colin McNab, John McNeney, James McNulty, John O'Connor, John O'Donell, James O'Neill, John O'Neill, Thomas Preston, Perry Teel, Franklin Thompson, Andrew Wylie, Thomas Wylie.

Digby Township Survivals.

The following 3 patentee farms in Digby remain in the original families.—Daniel Foley, I 34-35, Thos. H. Gostlin, I 10-11; Robert Muir, III 37, Kenneth McDonald, II 30; James McFadyen, IV 27; Patrick McFadyen, IV 26, Francis Reid, III 23-25; James Suter, IV 35-36.

The following 9 patentee names are still represented but on other farms.—John Bailey, Alex. McDonald, Andrew McDonald, Daniel McDonald. John McDonald, Neil McDonald, Edward McFadyen, Richard Peel, Robert Tufts.

Survivals in Dalton Township.

The following 24 Dalton patentees' farms are still in the original families.—Christopher Adams, I 17, Thomas Brooks, XIII 28; John Campbell, XI 16-17, John Carler, III 23; Wm. Chrysler I 11; Wm. Eldridge, VII 24; John Fleming, IV 21, John Gilmore, II 1, Frederick Gregg, VII 25-26, Thomas Hart, IX 26, Thomas Joslin, IX 28; Charles Kett, VIII 24; James Kett, VII 28, William Kett, VII 29; Thomas Morton, VIII 21, Wm. McCutcheon, XIII 17-21, Alex. McFadyen, III 27; Duncan McIntosh, IX 25, George Smith, I 26, Aaron Snider, IV 13; Robert Stein, XI 9-10; Henry Stewart, I 7; Joseph Thompson, III 16-17; Nancy Turner, IV 26-27.

The following 20 patentees are represented on farms other than the original holdings.—Wm. Adams, Thomas Braden, Samuel Camick, Alexander Cathcart, James Cathcart, Thomas Cooper, John Dewell, Robert Fleming, Edward Gardiner, James Johnson, Alex. Montgomery, George McLeish, John Oxby, Henry Powell, John Reid, George Sandford, Isaac Snider, Robert Young, William Young, Angus Snider.

Chapter XVI.

Biographies From Past and Present.

Victoria county is as large as ancient Judea and larger than Attica. Remembrance of that fact and of the marvellous achievements of the Jews and Athenians should give us a non-parochial perspective in which to view the modest record of our own race and locality.

There follows below, a list of 146 brief biographies representative of the county's citizens during the past century. There are doubtless flagrant errors of omission and judgment. For the former, lack of time is responsible; for the latter, the author. None of the persons sketched has been approached in any way, and the record (based on press and similar sources) therefore lacks the invalidation of cash subscription, on which all modern manuals of current biography are based.

The first impression given by the list is that the native-born are few but eminent. Fewer than one-fifth have been born in Victoria county, but most of that minority have been far more distinguished, on the whole, than nearly all of those who removed here from elsewhere. In the academic world, we have the records of Edward Kylie, Frederick Smale, John F. McLaughlin, and R. J. McLaughlin. Dr. Alexander Ferguson and Dr. Robert Curtis reached the very foremost rank in surgery. Pat Burns and Sir William McKenzie have excelled in the world of finance. John Campbell and Samuel Cornell have left their record in scientific husbandry. W. A. Sherwood was an artist of note. And F. P. McEvay and Michael Spratt became Roman Catholic Archbishops. Few of the county's "foreign-born" citizens measure up to these "native-born."

The second impression is that these native-born have had to leave their home county in order to secure recognition and distinction. Out of 52 federal and provincial members elected between 1867 and 1917, for example, only 2 (George McHugh and John Carew) were born in Victoria. The professional, industrial, and municipal life of Victoria shows a similar dearth of the county-born. The county's best individual records have been made abroad. Honor at home is traditionally non-existent.

List of Condensed Biographies.

Anderson, John (1830-1892).—Furniture maker. Born in Lanark Co. of Scottish parents. Married Jane Rankin. Furniture business first in Oakwood, and after 1852, in Lindsay. Reformer.

Baker, Charles Leon (1818-1913).—Merchant. Born in Quebec

Barr, Charles D (1848).—Born near Brockville, Ont. On staffs of Montreal Gazette and Toronto Globe 1873, purchased the "Canadian Post" Lindsay. Past President Canadian Press Association 1891, appointed Registrar of Deeds for Victoria county.

Barron, John Augustus (1850).—Judge of the County court, Perth, Ont. Born Toronto, son of F. W. Barron, M.A., Principal of Upper Canada College, and Eleanor Thompson. Married Elizabeth C. Dunsford of Lindsay. Two sons, three daughters. Called to the Bar, 1873. Practised in Lindsay. Liberal member for North Victoria in House of Commons, 1887-1892. Q. C., in 1888. Appointed to the bench 1897.

Beall, Thomas (1828-1912).—Merchant. Born in Cornwall, England. Settled in Whitby, Ontario, 1850, opened jewelry business in Oakwood 1883, transferred to Lindsay. Married Mary Ann Hicks. One son. Prominent in grape-growing. 1879, won medal for grapes at Dominion Exhibition. Prominent in South Victoria Agricultural Society and Ontario Horticultural Society. Conservative, Anglican.

Bell, Alexander (1803-1909).—Verulam pioneer. Born in Fermanagh. Life-long abstainer and non-smoker. Lived to age of 106. At his death had 142 living descendants.

Buck, George (1820-1891).—Verulam pioneer. Held many municipal offices. In 1836 ran unsuccessfully as Liberal Candidate in East Victoria. Asst. fire-ranger for 20 years. Four sons, one daughter.

Bigelow, Obadiah (1834-1912).—Miller and merchant. Born in Tecumseh tp., Ont. 1844, brought to Lindsay by his father, Hiram Bigelow. 1857, married Lavina Davidson of Mariposa. One son, one daughter.

Bigelow, Silas (1830-1895).—Merchant. Brother of foregoing, and in partnership with him. 1854-1877. In 1863, married Lydia Bateman. Two sons, one daughter.

Blackwell, John (1772-1878).—Pioneer. Born in Limerick, Ireland. In 1796, married Miss Leeward of Limerick. Settled in Emily, 1825, and moved into Ops 1835. Died aged 106, leaving 141 living descendants. Wesleyan Methodist.

Boyd, Mossom (1815-1883).—Lumberman. Born in India. 1853, settled near Bobcaygeon. Married (1) Caroline Dunsford, who died in 1857, leaving 6 children, and (2) Letitia Cust, who died 1881, leaving two children. Farmed 1833-42. Moved to Bobcaygeon and bought up Thos. Need's mill, which ultimately became a huge enterprise. Active advocate of Trent Canal. Unsuccessful Conservative candidate in election of 1854.

Boyd, William T. C. (1859-1919).—Son of foregoing. Later partner in business. Several times reeve of Bobcaygeon. Three sons (all deceased) and three daughters.

Britton, Charles (1817-1913).—Merchant. Born Port Hope, son of Jeremiah B. Came to Lindsay with father, 1837. Two sons, two daughters.

Britton, John Wellington (1814-1885).—Brother of C. B. Took part in California gold rush of 1847. Great hunter.

Broad, Thomas (1823-1905).—Born Cornwall, England, 1846, married Elizabeth Symons. Three sons, four daughters. 1850, came to Canada. 17 years on Mariposa township council. Many years J. P., and on county council.

Broad, John (1830-1891).—Born in England, 1857, settled near Little Britain. Tailoring, general store, postmaster for 27 years.

Browne, David (1828-1897).—Born Tyrone, Ireland 1844 opened store in Lindsay. Member of first town council, 1857. Collector of Customs, 1873-97.

Burns, Pat (1856).—Multimillionaire rancher and meat magnate. Born near Kirkfield. 1879, went to Manitoba. 1888, founded ranching and meat business at Calgary. 1901, married Eileen Ellis of Victoria, B.C. One son. Liberal. 1915, honored by the pope by being made Knight Commander of the Order of St. George the Great.

Burrows, Palmer, M.D. (1841-1908). — Born Ottawa. Married Charlotta Naedler. One daughter. Medical health officer of Lindsay for several years.

Cameron, William, (1838-1900.) — Born Argylshire, Scotland. Brought as boy to Mariposa. Held many municipal appointments almost continuously from 1859 to 1900. Home at Woodville after 1883. Sevan children. Presbyterian. Liberal.

Campbell, John (1847-1914).—Born on Fairview Farm, Mariposa. Married daughter of John McKay of Woodville. No children. International fame as farmer and stock-breeder. 1884, gold medal for having best farm in Ontario. Best sheep breeder on the continent. Swept all exhibitions in U.S.A. and Canada. Independant Liberal. Patrons of Industry candidate 1894. Presbyterian elder.

Campbell, J. B. (1824-1891). — Pioneer, surveyor, etc. Lived chiefly at Port Perry and Kinmount. Unsuccessful Liberal opponent of John Fell in East Victoria.

Carew, John (1862).—Lumberman. Born Emily township, son of John Carew and Jane Wilson. 1885, married Margaret Kelly of Red Rock. Three sons, five daughters. President John Carew Lumber Co. Ltd. President Lindsay Central Exhibition. Member for South Victoria in Ont. Legislature, 1914-1919.

Chrysler, John (1830-1915).—Farmer. Born Pennsylvania. 1853, settled in Carden. 1861, married Elizabeth Jane Plews of Cardan. Four sons, two daughters. 25 years on township council. Methodist.

Connolly, John (1827-1902).—Ops farmer. Born near Bailliehoro, son of Nicholas Connolly of Tipperary. Many years reeve of Ops. Unsuccessful Liberal candidate for Dominion elections. Sevan sons, nine daughters. Romen Catholic.

Cooper, Joseph. (1826-1910).—Printer and journalist. Born in Killala county, Mayo, Ireland 1847, crossed to U. S. A. 1856, founded the Omemee Warder. 1866, transferred it to Lindsay as the Victoria Warder. Sold to Edward Flood, 1877. Later, in 1883, founded Lindsay Watchman, which he sold to George Lytle 1852, married Jane Baird. One son, two daughters.

Cornell, Samuel (1836-1894.)—Insurance agent and scientific

apiarist. Born in Ops. Taught school in Ballyduff, Omemee and Millbrook 1868; settled in Lindsay. Conservative. Methodist. Member Board of Education. President Ontario Beekeepers' Association. Distinguished in apiarian research. Important contributions to the technical literature of his day. Died suddenly but peacefully while at work among the bees in his garden.

Cornwall, Vincent (1831-1915).—Physician. Born in Trinidad. Forty years a doctor in Omemee. Warden of Victoria County.

Crandell, George (1828-1904).—Born at Crandell's Corners, now Port Perry, son of Reuben Crandell. Life-long connection with local navigation. Built or owned 8 steamboats and 22 barges. For 23 years on town council of Lindsay. Founder of summer village at Sturgeon Point. Twice married, six children.

Crucss, John (1827-1897).—Farmer. Born Ohio 1827, came to Mariposa. Married Eliza Betts of Pickering. Three sons, one daughter. Conservative M.P.P. for South Victoria, 1886-90. Prominent Granger.

Currins, John (1840-1911).— Born Monaghen, Ireland 1857, came to Canada. Resided near Islay for 41 years. Reformer, Presbyterian, township councillor, school trustee, postmaster. Three sons, five daughters.

Curts, Robert (1871-1916).—Surgeon. Son of Rev. James Curts of Oakwood. Educated Lindsay Collegiate and Toronto University 1893; married Clara Wilson of Sussex, N.J. Three sons. Settled in Peterson, N.J. First president of the Surgical Society of New Jersey. Fellow and governor of American College of Surgeons. One of the most eminent surgeons of New Jersey. Head of great sewage enterprise in the state.

Daly, Herbert (1883).—Son of late F. J. Daly, of Lindsay. In 1918, Vice-Pres. National Cash Register Co., and general manager in Toronto. Director of the Home Bank. President, H. J. Daly Co., Ottawa, (big departmental store). President, United Brass and Lead Co. Vice-Pres. J. H. Ogilvie Co., Montreal. First Chairmen, Dominion Labor Appeal Board. Director of Repatriation and Employment.

Davidson, Edward (1795-1887).—Army officer and pioneer. Born Armagh, Ireland. Served in Nova Scotia. Fencibles in War of 1812, later in H. M. 16th Foot. 1832, retired and settled in Omemee. Ultimately lieut.-colonel of local militia battalion. Married Elizabeth Strowbridge. Twelve children.

Dean, William Warren (1830-1905).—Judge. Born London, Ont., 5th son of Rev. Horace Dean, pioneer U.E.L. Methodist minister 1858, called to the bar. Deputy Minister of Justice for Ontario under Hon. Edward Blake 1874, appointed Judge of the County Court of Victoria. Married eldest daughter of Gilbert Bogart of Belleville. Two sons, two daughters.

Dewart, William (1836-1912).—Born Dummer, Ont., 1860, opened store in Fenelon Falls. Student of economics, whose articles, first published in the Can. Illustrated News and later promulgated by the Manufacturers' Association, played important part in shaping the "National Policy" of the Conservative party. Married Jessie Graham,

of Smith tp Eleven children 1880, moved to Rochester

Deyell, John (1820-1911).—Ops pioneer son of John Deyell, of Cavan, Ireland Married Letitia Stinson Six sons, one daughter Methodist Conservative

Dobson, Hon. John (1842-1907).—Born Fermanagh, Ireland, 1861, settled in Lindsay Grocer and liquor merchant 1874, mayor of Lindsay An intense Conservative 1892, appointed to Dominion Senate Anglican Married Catherine Graham, of Cavan, Ireland

Dormer, George (1838-1875).—Born Kingston, Ont, son of Dr John Dormer, an eminent physician B A from Laval University at 17 Three years in theology, then turned to law Two years in partnership with Sir John A Macdonald Kingston Opened practice in Lindsay, first as partner of A Lacourse, then after 1864, alone 1861, married Sarah Marsh, of Port Hope Five children 1871-72, mayor of Lindsay 1872-74 Conservative M P for South Victoria Roman Catholic Died of consumption

Douglas, George (1839-1915) —Postmaster Born Peterboro 1844 brought to Manilla, where his father had been made postmaster On his father's death in 1850, he succeeded him first as assistant to his mother and later in full charge J P for many years General store for 60 years Liberal Post office still in the family, after 77 years

Duffus, William (1835-1892).—Architect Born in Otonabee tp of Scotch parents 1857, came to Lindsay A carpenter, who qualified as an architect by spare-time study St Joseph's Convent, St Andrew's Church St Paul's Church and the Collegiate Institute are his handiwork Roman Catholic, Liberal, town councillor assessor Eight children

Dundas, John R. (1833-1890).—Merchant Born, Drum, Ireland 1847, came to Canada 1864, married Miss Jones of Rochester Six sons, four daughters 1885, purchased interest in Needler and Sadler mill, Lindsay 1882-87, represented South Victoria in House of Commons President Toronto Savings and Loan Co, Vice-President Central Loan Co

Dunsford, Hartley (1814-1891).—Born in England son of Rev J H Dunsford 1837 came to Canada Deputy registrar of United Counties of Peterborough and Victoria 1861, became first registrar of Victoria county Anglican Four sons, five daughters

Dunsford, James W. (1844-1883).—Brother of H D Long reeve of Verulam Liberal 1861-67 member for Victoria county in the old parliament of the united Canadas For many years police magistrate of Lindsay

Fairbairn, Charles M. (1837-1911).—Farmer Born near Lakefield Early moved to Verulam 1879, Warden of Victoria county 1890-96, M P (Con) for South Victoria Three sons, four daughters

Ferguson, Alexander (1853-1911).—Surgeon Born in Eldon tp 1882, married Sarah Jane Thomas of Nassagaweya, Ont Two sons Practised Buffalo Winnipeg, and Chicago Founded Manitoba Medical College Professor of clinical surgery Illinois State University Presi-

dent, Chicago Medical Society, Surgeon-in-chief, Chicago General Hospital. Pronounced by American Journal of Surgery to be 'the cleanest and cleverest surgeon on the western continent." Devised many operations known by his name. Awarded Commandership of the Order of Christ of Portugal, the highest honor that that country could bestow on anyone outside of royalty.

Fidler, Joshua (1815-1887).—Physician. Born Sussex, England 1846, settled in Lindsay 1852, married Laura Jellett of Cobourg. Eight children. Coat surgeon for 22 years 1866-67, Chairman Lindsay Board of Education.

Flavelle, John D. (1850).—Born near Peterboro, son of John Flavelle and Dorothea Dandes 1873, married Minnie Cooper of Lindsay. Three daughters. 1864, settled in Lindsay and entered into business in Dundas and Flavelle Bros. dry goods firm 1884, became manager of milling interests of the firm. Has a reputation in two hemispheres for superlative skill in curling. 1911, President Canada Cereal Co., a big milling merger. 1915-21, Chairman of Board of License Commissioners for Ontario. Chairman Board of Governors, Ross Memorial Hospital. Chairman, Lindsay Waterworks Commission.

Flavelle, William M. (1853).—Brother of J. D. F. Settled early in Lindsay 1886, married Mary Helen Aird. Four sons, two daughters. Pioneer in cold storage business in Canada. President, Flavelles' Ltd. (cold storage and creamery). President, Dundas and Flavelles, Ltd., (dry goods business). President, Victoria Loan and Savings Co. President Lindsay Cemetery Co. Methodist. Conservative.

Fox, Samuel J. (1854-1911).—Born near Bowmanville, Ont., of English and Scotch descent 1871, moved to Ops. Worked at printing and in his father's brickyards, south of Lindsay, where he ultimately assumed control. 1877, married Rosanna Free. 1898-1911, M. P. P. (Conservative) for South Victoria.

Graham, Alex C. (1848-1919).—Born near Beaverton, Ont. 1855, brought to Eldon. Married Annie Stephens of Beech Lake. One son, two daughters. Taught school for 21 years, chiefly in Victoria county. Clerk of 7th Division Court for 30 years, and postmaster at Victoria Road for 20 years. Also a Police Magistrate and Secretary of North Victoria Agricultural Society. Presbyterian.

Graham, Henry (1832-1907).—Merchant. Born Quebec. Lived in Bobcaygeon, Fenelon Falls, and (principally) Kinmount. Married Elizabeth Taylor of Bobcaygeon. Six children. General store at Kinmount. Commissioner and Justice of the Peace for over 25 years. Liberal. Prominent Baptist.

Graham, John, (1807-1880).—Born Westport, Mayo, Ireland 1830, settled in Ops, first on Lot 12, Con. I, later on Lot 13, Con. II. Colonel in the militia. Methodist, and one of the first board of trustees of Lindsay church.

Greener, James (1813-1897).—Methodist minister. Born in North of England. Pastor main Lindsay Methodist church, 1857, 1867-69. Founded East Ward Methodist Church, 1878.

Gregory, Edmund (1830-1892).—Born in South of England 1851,

settled in Millbrook, Ont 1857, came to Lindsay with John Knowlson and founded drug store Methodist Liberal Five sons, one daughter.

Hale, George (1846-1916).—Journalist. Born in Omemee 1870, together with his brother, W. M. Hale, founded the Orillia Packet. Prohibitionist, Anglican, Conservative 1874, married Marion Gow. Two sons, two daughters.

Harstone, J. C. (1853-1911).—Educationist. B. A. and honor graduate Toronto University. Principal of Lindsay Collegiate Institute, 1888-1908. A noble and lovable character and an inspiration to his whole student constituency. Secretary of Lindsay Curling Club for many years.

Head, John (1843-1895).—Born Stowmarket, Eng. Elder of Lindsay Presbyterian Church. Secretary of Tract Society and of Central Charity Committee. President Lindsay Teachers' Association. President Horticultural Society. Member town council.

Heaslip, Nelson (1841-1890).—Bexley pioneer, coming from Niagara district. Presbyterian. Conservative. Warden of Victoria county 1883 and 1885.

Herriman, Weston Leroy (1831-1908).—Physician. Born in tp. of Haldimand, Ont. Prizeman of first graduating class in medicine at Queen's University, 1855. Served in American Civil War and practised at Orono, Port Hope, and Lindsay. Authority on scientific agriculture. First secretary, Children's Aid Society.

Horn, Andrew (1850-1892).—Born Ollon, Scotland, son of Alex Horn 1852, came with parents to Mariposa. With father in woollen mill enterprise. Director Mariposa Agr. Soc. and Lindsay Central Ex.

Hudspeth, Adam, Q.C. (1836-1890).—Lawyer. Born Cobourg. M. P. (Conservative) for South Victoria, 1887-90.

Hughes, Josiah Charles (1843-1886).—Born Omemee 1862, went to British Columbia 1871, member of first legislature of B.C. 1878, appointed by Dominion Govt. as Indian Agent for the northwest coast.

Hughes, Lt.-Gen. Sir Samuel, M.P. (1853-1921).—Born Darlington tp., Durham co., son of John Hughes and Carolina Laughlin. Twice married: (1) to Carolina Preston (deceased), and (2) in 1875, to Mary, eldest daughter of H. W. Burk, ex-M.P. for West Durham. One son, two daughters. Teacher of English and History, Toronto Collegiate Institute, till 1885, when he bought the Lindsay Warder, which he edited till 1897. 1872, champion of America in mile race in rowing. 1897, Lieut-colonel commanding 45th Regiment. Served with Imperial forces in South African War 1899-1902. M.P. (Conservative) for North Victoria. Since 1904, M.P. for Victoria and Haliburton. Prominent Orangeman. 1911-16, Minister of Militia and Defence in Conservative Cabinet. Foresaw the Great War and forced some measures of preparation on an unhalavtng country. Responsible for the astonnding rapidity with which early contingents were mobilized. Lieut.-General, 1916.

Hunter, John (1825-1902).—Born Dumfriesshire, Scotland, 1845, came to Canada. Owned grist mill and sawmill at Kinmount. Post-

master and J P there for many years Several times reeve of Somerville

Ingle, George (1837-1913).—Builder and lumber merchant Born at Port Hope 1853, settled in Lindsay Planing mill, 1872-1913 Married Miss Matthews, of Millbrook Mayor of Lindsay, 1901-02

Jordan, William (1826-1909). — Born Cavan, Ireland 1834 brought to Canada and settled on shore of Sturgeon Lake Member of first councils of Fenelon tp and of Fenelon Falls

Junkin, John (1820-1904).—Born at Keat, Ireland At 19, married a wife of same age, and sailed for Canada the following year, with wife and baby girl Settled in Verulam Seven boys, five girls Liberal Methodist

Kains, Thomas (1850-1901).—Civil engineer Surveyed line of Victoria Railway In partnership with Hogg, issued first complete map of Victoria County Went west in eighties and became Surveyor-General of British Columbia

Keenan, Thomas (1812-1883).—Merchant Born Tyrone, Ireland Came to Lindsay about 1840, and opened general store After fire of 1891, built several fine brick blocks on Kent Street Extensive land-owner One of Lindsay's first magistrates An uncompromising tectotaler Liberal Roman Catholic Thrice married Father of 21 children

Kempt, George (1822-1885).—Born Cromarty, Scotland In business at Keene Belleville Kingston, and Newcastle 1853, settled in Lindsay General store, lumbering, milling, grain-buying 1897, M P (Liberal) for South Victoria Sat for 5 years but refused renomination 1872, appointed sheriff of Victoria county

Kennedy, John (1835-1908).—Born Tipperary 1857, opened store in Lindsay For 34 years treasurer of Ops. Five sons two daughters

Kennedy, William (1838-1921).—Born Shercock, Cavan Ireland Came to Canada as a boy and spent most of his life in Bobcaygeon In government service for half a century and Superintendent of Public Works for Ontario for 17 years Anglican Two sons, three daughters

Kirkconnell, Thomas Allison (1862).—Educationist Born Prescott county, Ont., of Scotch-Canadian parentage 1885, B A degree from Queen's University in Mathematics and Science. 1879-1894, taught at Port Elgin Vankleek Hill, Madoc and Port Hope 1895-1905, principal Port Hope High School Since 1909, principal Lindsay Collegiate Institute 1906-09 member Advisory Council of Education for Ontario 1914 honored with LL D by Toronto University Baptist. 1889, married Bertha Watson of Port Hope Four sons, Walter, Watson John and Herbert, and one daughter, Helen

Kirkconnell, Walter (1893-1918).—Eldest son of T A K In 1913-14, student in law at Osgoode Hall Captain 45th Regt and 14th Battn, C E F. Member of First Canadian Contingent, August 1914 Killed in action, battle of Amiens August 8, 1918

Knight, James Henry (1831-1910).—Teacher and inspector

Born at Cowes, Isle of Wight Taught at Dunsford and Millbrook 1871, apptd. Public School Inspector for East Victoria Held appointment over 30 years Treasurer, Upper Canada Bible Society Head of C. of E Temperance Society President Children's Aid Society Anglican Organist, choir-leader, and hymn-writer Four of his hymns in the Anglican Hymnal Married Margaret Jane Noble of Sunderland Two sons, one daughter

Knowlson, Christopher (1804-1880).—Pioneer. As young man settled in Omemee. Conservative. Anglican. Lieut-colonel in militia. Held many municipal appointments

Knowlson, John (1803-1886).—Merchant. Born in Yorkshire, England. 1817, settled in Cavan tp., Ont. Thrice married 1830, appointed first postmaster of Cavan and held position till 1855 when he moved to Lindsay. 1840, an active temperance worker. 1852 retired from militia with rank of major. 1856, one of founders of the Lindsay Land Co., which placed the Purdy Tract on the market. Opened drug store in partnership with Edmund Gregory. Soon withdrew, and went into the building business. Chiefly instrumental in organizing first horticultural society in Lindsay. Developed grape culture at Sturgeon Point.

Kylie, Edward J. (1881-1916).—Scholar, professor, imperialist, publicist, author. Born in Lindsay, son of Richard Kylie. Educated Lindsay Separate School, Lindsay Collegiate Institute, Toronto University, and Oxford University. On matriculation from L. C. I. secured first class honors in Classics and English and History and Mary Mulock scholarship in Classics. On graduation from Toronto University won the gold medals in Classics and in General Proficiency and the Flavelle Travelling Scholarship of $750 per year for two years at Oxford. After a very distinguished course at Balliol College, Oxford, returned to Canada as lecturer and later Associate Professor of Modern History at Toronto University. Prominent imperialist, and Canadian secretary of the Round Table groups interested in town-planning, and associated with the Toronto Housing Company. Author of "Life and Letters of Bonfiace" and a contributor to Shortt and Doughty's "Canada and its Provinces." During the Great War became Captain and Adjutant, 147th Battalion, C.E.F. Died of typhoid and pneumonia, 1916. Roman Catholic.

Laidlaw, George (1828-1889).—Born in Highlands of Scotland. Went to sea and visited Australia, Canada, etc. Grain-buyer in Toronto. Leading promoter of Toronto, Grey and Bruce, Credit Valley, Victoria and other railways, thus tending to focus the trade of the province in Toronto. 1871, bought a ranch in Bexley, on Balsam Lake, to which he retired in 1881. Four sons, three daughters. At his death, the Toronto press referred to him thus: "One of the strongest characters of his day. One of the epoch-making men in the commercial growth of Canada. No man of his generation did as much for the material progress of Toronto as he. He came out of his railway enterprises a poor man."

Langton, John (1808-1894).—Born in Lancashire, England. M. A.

of Cambridge University 1823, settled in Fenelon tp M P first for the United Counties and later for Peterborough 1856-1878, Auditor-General of Canada 1858, laid corner-stone of present University of Toronto building At Confederation, organized a system of public accounts for the Dominion 1878, superannuated

Leonard, James W. (1858-1919).—Born Epsom, Ont 1872-77, Midland Railway agent at Lindsay 1877-78, agent of Victoria Ry., Lindsay 1878-80, asst manager of Victoria Ry Later with C P R 1903-08, Asst Gen Manager, Eastern Lines 1908-11, General Manager, Eastern Lines 1911-19 Assistant Vice-President, C P R

Lownsbrough, William (1838-1919).—Born Unionville, Ont Many years farmer in Mariposa Member township council for 27 years Twice unsuccessful Liberal candidate in South Victoria Customs officer at Lindsay 18 years Methodist Three sons, three daughters

Lynch, William V. (1855-1897).—Physician Born Bettaville, Ont Married Agnes McGuirk of Barrie One son Educated St Basil's College and Trinity College 1883, began practice in Lindsay Medical Health Officer Organized local branch C M B A

Lytle, Herbert John (1850).—Born Mariposa, 1878, self-taught graduate in Pharmacy Merchant in Cameron and Cambray Member Hogg & Lytle grain firm 1877-98, Clerk and treasurer of Fenelon Tp Past manager Lindsay branch Ontario Bank and Bank of Montreal Auditor of Lindsay Has published manual of municipal rate-tables

Magwood, John (1848-1901).—Born Cavan tp 1869 settled in Eldon In business at Victoria Road 1895, managing director, Victoria Loan and Savings Co, Lindsay Justice of the Peace Methodist Conservative Married Mary Staples of Eldon Four children

Makins, John (1833-1917).—Born Kingston, Ont, 1852, first graduate apprentice of Kingston Locomotive Works 1857, came to Lindsay and established foundry Sold out, 1898 to John McCrae

Mann, Sir Donald (1850).—Born Acton, Ont Foreman of lumber company at Feneton Falls 1880, became contractor in C P R 1882, firm of McKenzie, Mann & Co established, which ultimately built up the Canadian Northern Railway system

Matchett, Thomas (1826-1900).—Born Cavan tp 1848, began drug business in Omemee 1850, married Lattia Jane Hughes Two sons, two daughters Treasurer of Emily 1867 elected by acclamation M P P for South Victoria and supported Sandfield Macdonald 1878, appointed county clerk and treasurer of Victoria

Matthews, George (1834-1914).—Born Birmingham, Eng 1851, came to Canada and farmed in Peterborough county 1859, married Ann Smithson Six sons, four daughters 1880, settled in Lindsay, where after a time he founded a pork-packing business, later "The George Matthews Co Ltd" with headquarters at Peterboro and plants at Hull Peterboro, and Brantford Took great interest in Baptist denominational work

Matthews, George Sands (1867).—Son of G M Born in Lindsay 1895, married Frances Ratcliff Three sons, one daughter Director of

Matthews-Blackwell, Ltd Vice-Pres, Brantford Roofing Co Treasurer, Niagara Silk Co Vice Pres, Brantford Industrial Realty Co 1911, President Brantford Board of Trade Baptist Conservative

Maunder, Joseph (1842-1918).—Born Darlington tp Brought early to Manilla Business at Glandine, carriage factory at Little Britain, lumber business and flour mill at Lindsay Two sons Methodist

Middleton, T. A (1837-1900).—Born Fermanagh 1842, brought to Canada Taught school Grocery and greenhouse, Lindsay District agent, Mutual Life Assurance Co

Morison, John (1818-1873).—Born Greenock, Scotland 1849, settled as merchant in Woodville Postmaster, township treasurer, reeve of Eldon, 1867, Liberal M P for North Victoria in first parliament of federated Canada.

McDonnell, William (1814-1900).—Born Cork, Ireland 1830, brought to Peterboro Studied at Law School of Pennsylvania Settled in Lindsay in forties, and founded a tannery, and later a store 1852, supervised first census of Victoria county J P for Ops 1857, in Customs Office, Lindsay Lt Col in militia Composed both libretto and music for the 3-act opera, "The Fisherman's Daughter," put on at the Princess Theatre, Toronto Wrote novels of a nationalistic character, "A Man From Mars," "The Heathens of the Heath," and "Exeter Hall," whose sale ran into the hundreds of thousands Published two long narrative poems, "Manita" and "Cleopa"

McEvay, Fergus Patrick (1853-1911)—Roman Catholic archbishop Born Downeyville, Victoria co Educated Lindsay Separate School, St Michael's College, Toronto University, and Grand Seminary, Montreal 1887, Rector St Peter's Cathedral, Peterboro 1899, Bishop of London, Ont 1908, Archbishop of Toronto

McHugh, Hon. George (1845).—Born Ops, son of Patrick McHugh, Sr, and Ann Walker Married Margaret O'Neill of Peterboro Two sons, one daughter Past President Reform Association of South and West Victoria 1886-1900, M P (Liberal) for South Victoria. 1901, appointed to Senate of Canada, Roman Catholic

McHugh, John (1842-1897).—Brother of G McH Married Margaret Paivey Two sons one daughter 1867, went to Iowa Founded Cresco Union Savings Bank President Iowa Stock Breeders' Association and director National Live Stock Association of America Outstanding orator and active politician 1832, appointed National Bank Examiner 1895, President Iowa Deposit and Loan Co Roman Catholic

McHugh, Patrick (1818-1868).—Born Ireland, son of Roger McHugh, a veteran of Waterloo 1832, the family settled in Ops 1842 married Ann Walker of Ops Seven sons, six daughters Represented Ops for several successive years on Council of United Counties of Peterboro and Victoria 1853, first warden of independent county of Victoria.

McHugh, Patrick (1846-1902).—Son of foregoing Born in Ops 1862, worked on Great Lakes 1884, elected to territorial legislature of Minnesota First county commissioner of Cavalier county Minn

Member of constitutional convention. Registrar of deeds, Postmaster at Langdon, Minn. Large real estate and industrial holdings.

McIntyre, Duncan John (1841-1920).—Judge. Born Tyree, Scotland. Twice married. One son, two daughters. 1847, brought to Canada. Educated in Mariposa schools and Toronto Normal. Taught 3 years. 1871, called to the bar and began practice in Lindsay. 1883-88, M.P.P. (Liberal) for South Victoria. 1890, Q.C. 1892, Police Magistrate of Lindsay. 1898, Junior Judge of Ontario county.

McKenzie, Sir William (1849).—Born Kirkfield, Ont. Married Margaret Merry of Kirkfield. Two sons, six daughters. Educated P. S. and Lindsay Grammar School. Taught school, kept store, and contracted on G.T.R. 1880, went west and contracted on C.P.R., doing much work in the Rocky Mts. 1886, joined Donald Mann in founding McKenzie, Mann & Co. Developed Canadian Northern Railway system. President Toronto Street Railway. President Winnipeg Electric Railway. President Sao Paulo and Rio de Janiero Tramway, Light and Power companies. Director of many other companies.

McKibbin, James (1808-1883).—Born Belfast, Ireland, 1830, came to Canada, 1853, became manager Bank of Upper Canada in Lindsay, 1863, became division court clerk and crown lands agent, Lindsay, 1869, county auditor, 1878, one of first board of license commissioners.

McLauchlin, W. H. (1824-1904).—Born Glengarry co. Came to Mariposa in early forties. 1850, married Philadelphia Pearson. 1885, bought out tanning and shoemaking business of his brother, A. A. McLauchlin, at "The Creek," Oakwood. Ran mails for 24 years. Liberal Methodist. Prohibitionist.

McLaughlin, John F. (1864).—Son of John McLaughlin, of Cameron, Fenelon tp. 1883, gold medallist in philosophy at Victoria University, Toronto. 1891, lecturer in biology. 1892, gold medallist in divinity. 1893-94, post-graduate course at Oxford and Leipsic. 1894, appointed professor of oriental languages, Victoria University. At present Dean of the Faculty of Theology and Professor of Old Testament Literature and Exegesis, Victoria University.

McLaughlin, R. J., K.C. (1860).—Brother of foregoing. Taught school in Laxton and Martposa. Studied law. Honor graduate and gold medallist of Law Society of Upper Canada. Took the most brilliant course ever recorded at Osgoode Hall. Medallist, with maximum marks on record, in each of the three years of his attendance. Unsuccessful Liberal candidate in North Victoria in federal election of 1895. Practised in Lindsay till 1905, when he removed to Toronto. K.C. and corporation lawyer. Senior member in law firms of McLaughlin, Fulton, Stinson, and Anderson (in Lindsay) and McLaughlin, Johnston, Moorehead, and Macauley (in Toronto).

McLennan, John (1830-1916).—Born Glengarry county, son of Roderick McLennan. 1855, graduated in Arts from Queen's University. 1861, founded hardware business in Lindsay. 1862, married Helen Scott of Martintown, Ont. Five sons, one daughter. Sheriff of Victoria co., 1885-1914. Presbyterian elder.

McNeillie, James Richardson (1846). — Born Dumfriesshire, Scotland, son of James R McNeillie, (a school-teacher), and Rachel Kerr; 1853, brought to Canada. 1861-72, in Omemee, associated in drug business and municipal work with Thos Matchett. 1872-75, in business dept. of Montreal Telegraph Co., Toronto. 1875-1900, Assistant Clerk and Treasurer, Victoria co. Since 1900, Clerk and Treasurer. A governor and secy-treas. of Ross Memorial Hospital. Chairman Lindsay Board of Education 1891-99. 1909, President Canadian Conference of Charities and Correction. Conservative. Presbyterian. Married (1) 1872, to Esther Thornton (deceased) of Emily, and (2) 1882, to Loretta Gardiner of Morpeth. Three sons, one daughter.

McNeillie, James Kerr (1874).—Son of J. R. McN. Educated at Lindsay and after 1891 in practical service with the G.T.R. and C.P.R. 1915, made General Superintendent, Canadian Government Railways. Since 1919, Superintendent of the Susquehanna Division, Delaware and Hudson Railway.

McNeillie, Ralph Gardiner (1883).—Son of J. R. McN. Born Lindsay. Assistant General Passenger Agent, C. P. R., Winnipeg.

McPherson, Donald (1747-1857).—Born Isle of Skye, Scotland. Sailor on man-of-war under Admiral Howe. 1821, came to Canada. Patentee settler on Lot 8, Con. IX, Ops. Never ill in his life. Died of old age at 110.

McRae, Duncan (1823-1879).—Pioneer in North Eldon. 1872, elected Conservative M.P.P. for North Victoria. Large lumbering business at Bolsover.

McTavish, Rev. Dr. John (1818-1897.)—Presbyterian minister. Labored 1854-74 in Eldon, Fenelon, Cardan, Thorah, and Mara. Remarkable for fearlessness, physical strength, and intellect.

Norris, G. A. (1824-1886).—Physician. Born Kingston, Ont., son of Rev. J. A. Norrie, a Methodist minister. Studied at Victoria Univ., and in London (Eng.) and Paris (France). The first Canadian to pass the Royal College of Physicians. Settled in Omemee. Reeve for many years. Conservative. Methodist. Twice married. Five children.

O'Leary, Jeremiah (1802-1894).—Born Cork co., Ireland, 1830, came to Canada. Taught school in Clarke tp. 1836, married Sarah Loughlin. Eleven children. 1850, removed to Lindsay. Clerk of Ops, 1850-92.

Ray, Angus (1806-1884).—Born Islay, Scotland. Migrated first to North Carolina and then to Eldon, settling near Lorneville about 1833. School-teacher, postmaster, township clerk, farmer. Presbyterian.

Read, John L. (1830-1918).—Founded store in Bobcaygeon 1858. Several times reeve. Thrice married. Two sons. Conservative. Presbyterian.

Reazin, Henry (1821-1902).—Born in Pickering tp. Educated Toronto Normal and Toronto Univ. Taught at Whitby, Manilla and Lindsay. 1879-1902, Inspector of Public Schools for West Victoria. Twice married. Seven children. Quaker. Conservative.

Reazin, Samuel (1820-1907).—Brother of H. R. 1850, married

Elize Mills Two sons, three daughters Settled in Fenelon Several times reeve Justice of the Peace Lumber and grain business For 20 years foreman of the Sylvester Works, Lindsay

Russell, William (1831-1883.)—Born Kilkenny, Ireland Treasurer of Ops Twice warden of Victoria Married Caroline Dickinson of Emily Conservative Unsuccessful opponent of Hon S C Wood in South Victoria in 1879

Seton, Ernest Thompson (1860).—Born South Shields, Eng 1865, brought to Ops township Attended log public school at Farrell's Corners (east of Lindsay) and the Lindsay Grammar School Later became naturalist to the Manitoba government 1838, published "Wild Animals I Have Known" A score of subsequent publications on natural history Associate member R C A A

Sherwood, William Albert (1855-1919).—Born Omemee Educated local Grammar School Became prominent Canadian artist Many Canadian genre pictures and many portraits Lectures and magazine articles Associate Royal Canadian Academy Member Ontario Society of Artists

Silverwood, Albert E. (1876).—Born Oakwood Educ Oakwood P S and Lindsay C I 1901 married Eva M Ferris, of Lindsay One son, one daughter President and Managing Director of Silverwoods Ltd., London, Ont., dealers in cold storage products and mfrs of ice cream and butter

Smale, Frederick J. (1871-1908).—Scientist, business man Born in Ops, son of Isaac Smale Educ Lindsay Collegiate Institute and Toronto University 1892, while in final year at Varsity, won £150 scholarship with thesis on Phosphines 1895, degree of Ph D from Leipsic University Germany after three years of post-graduate study Appointed lecturer in chemistry at Toronto University 1900, entered Wm Davies Co, Toronto, where he became Assistant General Manager

Smale, Newton (1868).—Brother of F J S Liberal Unsuccessful opponent of S J Fox in provincial election of 1902 Assistant Manager, Victoria Loan and Savings Co

Spratt, Michael J. (1854).—Roman Catholic Archbishop Born in Lindsay Educ Lindsay Sep School, St Michael's College and Grand Seminary, Montreal Priest at Toledo, Etgle, Trenton, and Belleville 1841, made Archbishop of Kingston

Stafford, Rev. Michael (1832-1882).—Roman Catholic priest and apostle of temperance Born Drummond tp Educ Theresa College, Montreal and Regiopolis College, Kingston 1859, ordained priest 1858-1882, resident priest at Lindsay His ceaseless fight against the universal drunkenness which debauched and impoverished the countryside is due more credit than any other single factor for the present prosperity of the county

Staples, Daniel (1837-1885).—Born Cornwall, Eng 1855, came to Canada 1863, settled in Laxton tp Township clerk for 18 years

Staples, Joseph (1826-1878). Born Cavan tp 1862, settled in Bexley Reeve from the very first Warden of Victoria for 2 periods of 3 successive years (1866-68 and 1870-72) 1867, unsuccessful Con-

servative opponent of A P Cockburn in Ont election 1872, defeated John Morrison, late member, in the Dominion election Did not run again in 1874 Married Miss Peel of Bexley Died of consumption

Stewart, Thomas (1856-1918) —Lawyer Born Ormestown, P Q 1853, brought to Lindsay 1877, admitted to the bar and began practice in Lindsay Married Lillian Greig of Oshawa Two sons, one daughter Liberal in 1905 and 1908, unsuccessful opponent of S J Fox in provincial elections Presbyterian elder Over 30 years a member of Lindsay Board of Education, and Chairman of Board 1900-1912

Sylvester, Robert H. (1847-1914) —Born Inniskillen, Ont 1873 married Miss M J Clemens of Darlington tp One son, three daughters In early eighties began large factory of agricultural implements in Lindsay in partnership with his brother Richard Took part in Fenian Raid campaign, 1866 1903-13, Lieut colonel in command of 45th Regiment Conservative Anglican

Twomey, Jeremiah (1820-1895).—Born Cork co , Ireland 1853, established blacksmithing business in Fenelon Falls Large real estate holdings 1855, married eldest daughter of P Power Eleven children

Vrooman, Adam Edward (1847).—Born Brock tp , son of James Vrooman and Rhoda Johnston Educated Lindsay Grammar School and Trinity University Degree of M D Practised as physician in Little Britain and Lindsay 1873, married Mary daughter of R F Whiteside, of Little Britain One son, one daughter 1900, elected Conservative M P for South Victoria 1911-15, M P P for West Victoria Methodist Conservative

Walker, David (1838-1908).—Born in Ops, son of John Walker and Catherine McDonough 1868, married Mary O'Connell Four sons. Reeve of Ops, 1874-1897

Walker, Frank (1840-1888).—Brother of D W Lawyer Ten years at Regiopolis College, Kingston, in classics, philosophy, and literature 1865, settled in Dubuque, Iowa. Married Nellie Leyden of Dubuque Three sons, six daughters 1873, partner in firm of Walker & Rhomberg Law, loans, real estate Many large enterprises Died at Capri, Italy

Walker, John (1796-1880).—Born Tyrone, Ireland 1817, married Catharine McDonough May 1831, came to Canada and settled on Lot 15, Con VII, Ops At his death his descendants numbered 137

Wallis, James (1810-1893).—Born Glasgow, Scotland 1832, came to Canada Built up big lumbering business at Fenelon Falls and so helped to found the village Built and owned steamer "Ogemah" Later retired to Peterboro

Walters, Thomas (1838-1904).—Born Blackdown, Devonshire, Eng 1853, brought to Portsmouth, Ont Served apprenticeship in local shipyard and became master ship-builder 1865, settled in Lindsay Built steamers "Champion," "Commodore," "Victoria," "Nipissing," etc Many dredging operations and other contracting for Dominion Govt. 1880, appointed Superintendent of Public Works for Ontario

1887-90 mayor of Lindsay. Twice married. Seven children.

Weldon, Jesse (1810-1891).—Born near Ottawa, of English parentage 1834, settled on Lot 19, Con X, Mariposa. First president of first temperance society in Mariposa. Methodist. Liberal.

Whiteside, Jacob L. (1837-1880).—Born near Holland Landing, Ont. 1842, brought to Mariposa 1871, married Harriet Grace Power and moved to Toronto to study law. 1878, became barrister 1879, took degree of Bachelor of Laws. 1880, appointed stipendiary magistrate in Haliburton county.

Whiteside, William N. (1840-1888).—Physician. Brother of J. L. W. and 3rd son of R. F. Whiteside. 1863, graduated with honors from Toronto Medical College. Served as army surgeon with northern U. S. army in Virginia. Finally settled at Beeton, Ont. 1874, married Joanna Prior, of Mariposa. Two children.

Wilkinson, Joseph (1817-1894).—Born Northumberland, Eng. 1853, carriage maker at Lindsay. 1855, settled on site of Cambray and founded saw and shingle mill. Married Sarah Jarvis. Three children.

Wood, Hon. Samuel Casey (1830-1913).—Born Bath, Ont. Taught school. Then kept store at Taylor's Corners, Oakwood, and Port Hoover. First clerk and treasurer of Victoria county, 1851. Liberal. 1871 elected M.P.P. for South Victoria. 1875, entered Mowat Cabinet. Successively Provincial Secretary and Registrar, Commissioner of Agriculture, and Provincial Treasurer. 1883, left legislature to become manager of Freehold Loan and Savings Co., Toronto. Later director of many other corporations. 1854, married Maria Parkinson, of Mariposa. Three sons, two daughters.

Workman, Hugh (1832-1895).—Born near Mt. Pleasant. 1853, married Margaret Henderson. Two sons, five daughters. Came to Lindsay and secured mail contracts. Large livery business. 1889, large mills at Minden.

Wylie, Thomas (1841-1915).—Physician. Bred in Mariposa. 1868, graduated as M. D. Practised in Manilla, Duntroon, Stayner, and Toronto. Twice Conservative M.P.P. for West Simcoe.

Chapter XVII.

Problems in Development

The development of Victoria county is a striking phenomenon. Those whose imaginations have kindled at descriptions of migrations of the human swarm through the gloomy forests of Northern Europe, should find even greater fascination in the invasion, one hundred years ago, by the same North European races, of the forbidding forests of a new continent.

The wooded wilderness which their toil has hewn into the modern county of Victoria was more than half as large as the modern province of Prince Edward Island. Shallow contours, imperfectly drained, impeded travel and menaced farm development even after the forest had been slashed and burned away. An endemic plague known then as "fever and ague" but now identified as a form of malaria, propagated by the mosquito host and by it alone, killed off more than one-third of the population and prostrated most of the remainder for a time.

Nor were these natural enemies the only obstacles to settlement. The rectangular survey system, now universally condemned, plotted roads over almost impassible courses up rocky escarpments and across marshes, isolated farmers from one another in a way now known to have been quite unnecessary, often set up farms containing only a miserable fragment of tillable land, and almost doubled the road lengths and distances between villages. Worse still it helped to promote speculation, and the absentee speculating landowner was almost the worst human enemy of the genuine settler. The worst enemy was the tavern keeper who plied his vampire trade at every cross-roads and sucked out the economic and moral life-blood from the community. Near one village in Eldon, for instance, almost every farm up the whole concession, passed from the hands of bankrupt families, despoiled and debauched by the village tavern.

In spite of all these foes however, the pioneer race succeeded through sheer, dogged toil in establishing a civilization in South Victoria. Roads gradually improved, railways were built to provide access to outside markets, drainage reclaimed great areas of swamps, speculators' unimproved holdings were bought and cultivated, and prohibition slowly came to save the county's manhood from demoralizing exploitation.

In North Victoria, an equal if not greater expenditure of human effort was made, but the land was not suited for agriculture. The heroic but misguided attempt to establish farms in the face of nature's refusal resulted in despair, the emigration of the enterprising,

and the penury and frequent degeneration of the remnant who could not or would not leave the region.

Attendant on the rural development of the county, came the growth of villages, chiefly from the germ of a mill-site and mill as in the cases of Omemee, Lindsay, Bobcaygeon, Fenelon Falls, Little Britain, Kinmount, and Cohoconk. Industries such as lumbering, grisling, tanning, and wool-working, which were based on the natural products of the countryside, fed the village growth. Where railroads focused the streams of raw material, as at Lindsay, industrial development soon created a town. Fenelon Falls and Bobcaygeon being even closer to the timber resources of the north once excelled in lumbering but have dwindled with the disappearance of those resources.

The passing of the forests and the change from cereal farming to mixed farming have effected town and village industries all over the county. In Lindsay, for instance, lumbering has only a shadow of its former importance and grisling is almost a lost art. The cause of the latter decline is not far to seek. In 1884, Lindsay exported 700,000 bushels of wheat and 800,000 bushels of other cereals; by 1906, over 90% of the wheat used in the county was imported and county mixed grains were insufficient for local chopping. A new system of mixed farming was feeding the grain to the stock and making profit out of the animals.

The result of these changes in the fundamental products of the county has been a rapid decrease in the size of all the villages and a slackening (though not a cessation) in the growth of Lindsay. The rural population has also diminished strikingly. From 1886 to 1920, the county, apart from Lindsay, dropped from 25,133 to 18,810, a loss of 6,323 or more than 25%. The assessment rolls for 1919 show that a county population of 24,690 (including Lindsay) comprised 7840 in the town, 2548 in the four incorporated villages, about 2872 in nineteen unincorporated villages and hamlets, (or 13,300 in all town and village communities), and 13,390 in the open country.

Economic and social maladjustments are obvious in the situation. No scientific attempt has been made to put each part of the county to its best use. Everywhere the attempt has rather been to impose indiscriminate agriculture on reluctant land. Where man has conquered, the result has been a farm. Where nature has conquered, the result is North Victorian desolation. Further, no scientific attempts have been made to adapt town industries to changed economic conditions. The county's chief present output—its stock—passes out to larger centres without any active relationship whatever to local industry. Nor has any effort been made to correlate a scientific development of the county's resources with an industrial utilization of those resources.

Socially a lack of community organization has left the majority of rural citizens housed in discomfort, lacking in hygiene, and isolated socially and intellectually from their fellows (as compared with dwellers in the town).

Essentials of Modern Civilization.

In any plan for reconstruction and human betterment, nothing is lost by a preliminary statement of ideals Professor Flinders Petrie has claimed that the three essentials of civilization are (1) justice, (2) security, or the permanance of justice, and (3) toleration Based on these minimum fundamentals of the nation, we may, however, seek to set up the following necessary possessions of the individual if our civilization is to be wholly sound —(1) economic sufficiency, (2) health, (3) social intercourse, (4) education, and (5) recreation

The only true wealth is human life The accumulation of wealth for its own sake or for the sake of unnecessary indulgences, is only vicious If human beings are thereby denied the right to normal development outlined in these five points. The aim of a nation's development, if it is a true nation and not merely a vast, multiplying swarm of human animals, is to secure equality of opportunity for all of its citizens to enjoy the results of human labor For this the individual requires little wealth but there is a minimum below which distress becomes acute and not only the amenities but the very necessities of life a matter of struggle Economic sufficiency is therefore the first essential Prosperity is useless without health, and health needs the aid of recreation Finally ,man would be but brutish without education and social intercourse to fit him for a place in modern life

These essentials are still far from being met With the collapse of wartime prices, the farmer's income is far from being an adequate return for his work The average farmer's net income in the United States is $640 per annum of which $322 represents interest at 5% on capital invested and $318 the wage for his year's hard labor This estimate does not include the value of home rental or the value of farm products used in the home Figures are not available for a town like Lindsay but private knowledge could quote many instances of individual hardship The further development of the community depends so much on its prosperity and consequent ability to pay, through taxation, for the amelioration of communal life, that all plans for reconstruction must begin with a basic study of county economics

Knowledge Needed, Then Planning.

A thoroughgoing survey of the county is needed to provide this basis of accurate knowledge on which to build a scientifically and economically sound county Experts should be hired to record the nature of the soil on all land, occupied or unoccupied Their report should mention the crops—grains, roots, stock, hardwood forests, softwood forests, etc —for which each tract is best suited They should also note any outstanding problems of rural life and development And, finally, they should make an assessment of the actual revenue-producing capacity of every parcel of land

Given this definite information, the county council could then proceed to lay plans for future development. The aim should be al-

timately to adjust each part of the county to the use for which it is best suited and from which the best permanent (though not necessarily the best temporary) profit will come. It is folly to kick against the pricks and to strive to put land to wrong and inferior uses. Nature will make a final adjustment in the long run, perhaps cruelly, as by the present withering away of the North Victorian population, and it would be the part of wisdom to fight with her rather than against her.

In the seven townships of North Victoria there are over 200 square miles of waste land available for reforestation. The Counties Reforestration Act 1911 (1 Geo. V c. 74,) gives county councils the power to acquire, plant, and manage forest reserve lands. The only limitation is that debentures owing for the purchase of such land must not exceed $25,000 at any one time.

The economic desirability of county reforestation is overwhelming. Most of the timber of the north country is gone. Most of the lumbering businesses of the county have been starved out of existence. Trees are the only crop that the country can grow. Their provision and supervision would allow certain industries to work on in perpetuity. A poplar reserve, for instance, worked in a ten-year cycle, would guarantee virtual immortality to a book-print pulp-mill. Other trees could be worked on much longer cycles for wood-turning and furniture-making.

Such plans would, however, be a waste of public funds unless an efficient system of fire-prevention were set up. Millions of dollars' worth of timber have been burned away in this county in the past and every reserve would be sure to go sooner or later unless precautions were taken. Fire wardens are perhaps too expensive for individual private lumber firms, but the county, or better still Victoria, Ontario, Peterborough, and Haliburton counties jointly, ought to be able to maintain an aeroplane fire patrol. Chimney-screens for railroad and traction engines should also be insisted on, campers warned incessantly, and reckless fire-lighters jailed without the option of a fine.

Minor reforestation schemes should include (1) the planting of woodlots on most farms and their permanent maintenance according to a policy of annual selective harvesting and replanting, (2) the placing of clumps of trees in the corners of fields to serve as shelter for stock, and (3) the planting of trees along all highways. At the present time the tendency is all the other way and our county roads (such as the Fenelon Road) rendered bare and ugly by the slashing away of every tree, large or small.

Correlated with the establishment of forest reserves in North Victoria, there should be plans for (1) removing that unfortunate portion of the population which occupies land unfit for sustaining civilized conditions, (2) fish farming in the North Victoria waters, (3) game farming in the forests, and (4) reserving park areas adjacent to the main water systems, with a view to adjusting the territory to summer recreation.

A great economic problem which the county has already consid-

ered is that of rural transportation. Heavy expenditures on good roads have already been made under the Ontario Highways Act whereby province, town, and county contribute to the construction of main highways in the ratio of 40 to 30 to 30, and to maintenance in the ratio of 20 to 40 to 40. As the importance of the work is now taken for granted, it will be unnecessary to do more than reiterate some well-known truths —(1) In some parts of the county (and especially of Ops), macadam sinks quickly and unfailingly into boggy subsoil (2) S. A. Cummiford, Chief Engineer of the Toronto and Hemilton Highway Commission, has shown that the average annual maintenance cost per mile is $70.38 for concrete surface and $3.393.01 for macadam surface. (3) Permanent county roads should not be wider than is necessary for two vehicles to pass with ease, otherwise costs soon become prohibitive. (4) Part of the county cost could quite equitably be levied on the farmers immediately benefited, after the manner of the urban frontage tax leaving only a fraction of the expense to be raised by general levy. (5) Debentures should not be issued for a period longer than the durability of the work. Permanent paving, grading, and divertione could be financed on a 40 to 50 year basis but the cost of temporary surfaces should never be spread over more than 10 years. Otherwise posterity is being made to pay for something it will not get.

Municipal Planning in Lindsay.

In Lindsay a scientific survey, followed by development planning, is also a present need. The enabling legislation for such a work is to be found in the Provincial Planning and Development Act (8 Geo. V. c. 28), by which any municipality may prepare a development scheme, subject to the supervision and approval of the Ontario Railway and Municipal Board (Donald M. McIntyre, K.C., Chairman).

The two chief municipal concerns in such a development scheme should be (1) a physical reconstruction or a zoning basis, and (2) a revision of the whose system of assessment for taxation.

The former problem is difficult because the town has already grown haphazardly for over eighty years. The ultimate aim should be, however, (1) to restrict all new factories to a given area and gradually to remove existing ones to the same area. (2) to make residential sections inviolate from railways and factories. (3) to extend park areas, and (4) to set up a standard for all new dwelling-houses. For instance, the existing railway up Victoria Avenue is a crime against the town. By building a swing bridge near Carew's sawmill, trains for the north could be sent out by the old Midland line through the East Ward and the fine 100-foot avenue (laid out to match with Kent Street) could be retrieved for the town. Then, perhaps, the disgraceful north half of the Kent-Cambridge-Peel-Victoria block and the equally disgraceful west half of the Peel-Cambridge-Wellington-Victoria block could be cleaned up—the former turned into park, an

extension of the existing Victoria Park, and the latter built up with beautiful residences. The southern one quarter of the town, adjacent to the Grand Trunk railway, or the northeast area of the town, adjacent to the C.P.R., are logical factory areas and might well be reserved for that purpose.

A magnificent piece of town-planning, now doubtless impracticable, would have been the earlier reservation of the six blocks bounded by Angeline, Kent, Cambridge, Peel, and Henry streets for public buildings and contiguous park areas. On this space we already have the Town Hall (of dubious architecture), the public library, Victoria Park, the Armouries, the Central School and the Collegiate Institute with their grounds and the Rosa Memorial Hospital. Insert a county girl's residence west of Adelaide Street, a park-girt community hall east of Albert Street, and a park area north of the Public Library and Fire Hall and the picture is complete.

A more feasible operation would be the further development, on both sides of the river, of McDonnell Park, and the acquiring of the Murphy property on Adelaide Street, as a community playground and park.

The effects of planning a zone system for Lindsay would ultimately be the beautification of the town, the increased efficiency of industry, and the all-round improvement of the residential section. It would however take a long time fully to realize the scheme unless drastic and very costly action were taken.

Much easier except for the lack of trained valuators, is a revision of our land assessment. There has been in the past no more vicious source of economic evil than the rapacity of the rent-sweating landlord and the real estate speculator. Land assessments have been inflated, real development has been hindered, and the few have battened on the injury of the many. A single tax on land, aiming at communal ownership, is one radical suggestion. But in a country like Canada, where the majority of citizens are private owners and where the governmental policy repudiates the common ownership theory of Henry George, a confiscation of rent by a single tax on land values would be a social injustice.

An increment tax on land transfers would restrain at least the speculator. For this, a special scientific assessment should be made of all land on a basis of its actual revenue-producing capacity, for this is the only sound business estimate of its worth and puts local taxation on a reliable foundation. Then in the case of any sale of real estate, a heavy tax should confiscate for the community the greater part of any excess in price over this actual value. Where tried, as in England since the budget of 1909, this system has discouraged speculation and benefited investors by setting up a sound standard of values.

In the case of vacant land within the town limits, taxation should be levied on its revenue-producing capacity as agricultural land, provided it is kept under cultivation. If left idle, the rate should be doubled or trebled. When the time comes for it to be sold for building

purposes, a tax should be levied on the difference between its revenue-producing capacity as agricultural land, and its revenue-producing capacity as building-land, and a very heavy surtax on any excess in selling price over the latter value.

Another provision needed to safeguard the town against speculators is an ordinance that waterworks, sewerage, and sidewalk must be provided at the owner's expense before any land is placed on the market for building purposes.

For the present too, an area of about one square mile of agricultural land lying in the northeast and southeast corners of the town, might very well be turned back to the township of Ops until the growth of the town justifies the extension of modern improved building in these directions. When such extension comes, it should be kept in mind, moreover, that a system of narrow residential streets (never more than 40 feet in width), faced with narrow but deep lots, reduces the cost of improving the land (by paving, sewage instalment, etc.) to one-third of that paid at present, and yet provides more air space and garden space.

For successful development of the East Ward additional bridges across the Scugog are desirable. At present the town is like a huge wasp, with its swollen halves joined only by two bridges, both in the very centre of the town. The gap between Colborne Street East and Colborne Street West is as great as if the streets lay in different counties.

Scope for a Voluntary Organization

It has been found by experience that many problems of civic development can be more effectively studied by a democratic but voluntary organization, a Civic Improvement Club or something of that nature. Such a club should not, of course, encroach upon the prerogatives of municipal councils and other existing corporate bodies. Its functions should not be executive so much as educational and inspirational. It is hard to inaugurate reforms in advance of the average intelligence of the people, and a municipal council is so busy with the multitudinous details of administration that it has little time for serious community study and none at all for educating public opinion up to the need of breaking new ground. The voluntary organization on the other hand, can study community problems and by stimulating popular knowledge and ambition make possible the advances which the civic fathers would otherwise have felt impossible.

The natural nucleus for a Civic Improvement Club in Lindsay is the Board of Trade. There have been seasons when the Board has seemed little more than a commercial club with the sole idea of forcing higher profits for retail merchants. Such an ambition stultifies the Board and defeats its ends if, however, it were to seek first the righteousness of community regeneration, prosperity would doubtless be added in due time.

A tentative organization for a Civic Improvement Club would

Include an Industrial Committee, a Community Improvement Committee, a Health Committee, a Community Study Committee, a Recreation Committee, and an Agricultural Committee.

The Industrial Committee should determine as precisely as possible the nature and range of the town's economic possibilities, the extent of adjacent natural resources, and the probable future size of the town under healthy development.

A general principle to be observed is that industries in the small town are not likely to prosper unless they are supported by local supplies of raw material. The Flavelles Ltd. cold storage and creamery business is a case of successful adjustment to local resources. A county reforestration scheme would probably stimulate local woodworking. A modern abattoir in Lindsay would support both meat and tanning businesses at lower cost. (At present butcher's meat from Ops farms has to come to Lindsay shops via Toronto, thus involving double freight). Again, light sort in North Emily and Southeast Eldon, now misapplied to cereals, might be sown to potatoes for the support of an industrial alcohol factory. The importance of this latter industry, in view of the certain ultimate ascendancy of industrial alcohol over gasoline, cannot be overestimated.

Above all there should be no mad rush to secure large industries transcending and out of relationship with the county's resources. The highest good of a town does not lie in the income of its retail stores but in the healthy life of its people. Now the small town has the most human type of existence, for here neighborly experience—lost in the country by isolation and in the city by congestion—finds its strongest expression. The social value of the town cannot be over-stated. It is the seed-bed of the primary social virtues that grows from simple, direct, personal relationships and interchange of services and from it come a disproportionate percentage of the leaders of the nation. Any sudden industrial growth which would menace this healthy social town life is therefore to be deprecated.

Finally, the Industrial Committee might study local commercial possibilities, eliminate waste by establishing joint delivery systems, encourage existing industries, and provide an attractive town label for all goods shipped.

The Civic Improvement Committee, with its nucleus in the present Horticultural Society, might accomplish some of the following undertakings:—(1) Further beautification of streets, parks, and homes. (2) Removal of all bill-boards and posters. (3) Holding of Old Boys' Reunions. (5) Renaming of town streets after men prominent in local history, (e. g. Purdy Street instead of Huron Street, Britton Street instead of Ridout Street, and McDonnell Street instead of York Street.) (5) Publication of civic booklet, including a choice series of views.

The Community Health Committee might well have the Medical Officer of Health as its chairman and should in any case seek to strengthen his hands by educating the public in every possible way.

Some of its aims might be as follows:—(1) Aim at ultimate 100% instalment of waterworks and sewerage. Lindsay, with 70% of all houses served, is far above the average but should not be content until the other 30% are linked up. (2) Seek a proper system of sewage disposal by means of septic tanks. At present McDonnell Park might better be named "Cesspool Park." All trunk sewers should be diverted to septic tanks and the aseptic product used for farm fertilization. This system would permit of the extension of sewerage through those areas which drain into the Scugog above the locks and have hitherto been without service. (3) In the meantime have all well-water (with that from farms also) tested free of charge in the L. C. I. laboratories. (4) Inaugurate a garbage system. (5) Build a public lavatory. (6) Improve fire protection so as to remove the present insurance surtax of 10 per cent. (7) Continue clean-up days. (8) Have public health talks. (9) Keep printing health articles in the press. (10) Get health literature for distribution, dealing especially with sanitation and the filth fly. (11) Work for proper inspection of butcher's meat, and the protection of all saleable foodstuffs from contamination by flies and dust. (12) Agitate unceasingly for medical inspection, first of every school-child and ultimately of the whole community. Neglect in this matter is the most glaring crime of the present day. Every child has a right to all the safeguards that the modern community can give him. Every child should have a registered medical history sheet which should follow him through life. Such medical supervision is not Prussianism, it is even more than a privilege, it is the right of every modern child. The denial of that right dooms thousands of children, the country over, to unnecessary inefficiency and disease, and even to premature death. An awakened public conscience in Lindsay should force action in this matter.

The Community Study Committee, which should have a definite rapprochment with the Board of Education, Night School Board, and Public Library Board, might undertake the following projects — (1) Transform the Public Library by installing bulletins and reports on specific items of civic consequence and 200 or so volumes dealing with the fundamentals of civic intelligence. (2). Conduct a social survey of the town stressing especially occupation, income, family expenses, secondary education, church capacity and attendance, charity, forms of recreation and social life, and disease and mortality statistics. At present, for instance, nobody knows how many people in town are below the financial deadline and nobody seems to care. (3). Conduct a permanent course of community study by means of a civic forum, lectures, open discussions, reading courses in civics and municipal management, and annual charting and graphic representation of the doings of the local municipal government. (4). Awaken community interest in continual education for the adult population. The present Night School offers instruction in absolutely anything for which there is a popular demand, and that practically without charge. Education should not be regarded as a childhood pursuit. It rests with the public

to help itself to advanced instruction all through life

The Recreation Committee should plan the following:—(1). Supervision of children's play. One afternoon last spring, after school hours, a swarm of boys and girls could be seen on the Central School campus engaged in a promiscuous and wildly immodest rough-and-tumble purporting to be a game of rugby football! (2). Fitting up public playgrounds with swings, tennis courts, quoits, etc. The town is shockingly lacking in playground equipment (3). Provision of facilities for swimming, a riverside pavilion with separate dressing-rooms for the sexes, and competent instruction in swimming (4). Preparation of a careful yearly program whereby celebrations, picnics, athletic contests and a schedule of sports are all provided for.

The Agricultural Committee should consist of perhaps ten town members, the county Agricultural Representative, and the presidents of the several U F O clubs throughout the county. Its task would be the statesmanlike one of unifying the divergent viewpoints of town and country populations by making them conscious of their common underlying relationships.

Farmer and townsman alike usually forget that Lindsay does not consist merely of that territory within its incorporated limits but rather includes all the countryside which is tributary to it. From the economic point of view, farmers in Ops are as much part of Lindsay as if they worked in its factories. Municipal boundaries have no commercial significance.

Unfortunately, there is a moral cleavage between town and country as wide and deep as any Old Country class distinctions. The townsman asserts supposed superiorities of sophistication and occupational specialization and treats the farmer as an alien, who must, however, be conciliated for the sake of trade. The farmer has been retaliating in recent times by an hostility which, though deprecated by U F O statesmen like Drury, is kept alive by such class-conscious fanatics as J J Morrison. Both attitudes are in utter contradiction to the main tendency of economic relationships.

The aim of the Agricultural Committee should therefore be to bring about a conscious identification of fortunes. Let trade dealings be based on mutual fair play, free from attempts at sharp practice. Let rest rooms be provided for farmers' wives, and ample parking accommodation for farmers' automobiles. And let there be careful study of all problems in common, so that town and country may realize their essential unity.

Rural Community Organization.

The plans which have just been outlined for the town of Lindsay can also be adapted to rural communities.

Humanly and vitally considered Victoria county, apart from Lindsay, consists of some 24 civic centres or villages, each of which is the focus of a geographical area. For permanent reconstruction, we need each of these smaller areas, whose people can get together frequently, to set up active community organization for social life, self-study and improvement and economic interests. Without abounding

life in these local communities, no country-wide plan of development can ever hope to succeed

The institutions of the community centre should be —(1) a farmers' exchange or co-operative business office, (2) a school-house, as a centre for study clubs, lecture courses, debates, etc., (3) a church, as a centre for community ideals, and (4) a community hall like that at Little Britain, as a recreational neighborhood house owned and managed by the community A consolidated school building might perhaps serve as farmers' office, school, and community hall as well The main thing is to give community interests a hearthstone

As the vitalizing voluntary organization which should accomplish the work of community-building, one might begin with an existing U F O club The ultimate objective should be a Community Council, containing representatives of the U F O club, Women's Institute, church, and school Committees might be appointed to deal with Finance, Community Study, Rural Health, Community Improvement, and Recreation A Community Secretary is also important if the work is to function

The Finance Committee would really be a business concern, an even greater development of the U F O plan for co-operative buying of equipment and marketing of products

The Community Study Committee would probably consider the following:—(1) the adaptation of the crops of their area to the findings of the County survey already referred to, (2) systems and methods of farming, including crop rotation, seed and variety selection, tests of different thicknesses in clover seeding, tillage, and the maintenance of soil fertility by manuring, (3) local problems of labor, machinery, and equipment, (4) business methods in buying and selling, (5) standardization of crops or live stock for the community, (6) securing of rural credits on community security and for productive purposes only In all of this, the help of the County Agricultural Representative would need to be accepted, as well as the advice of pertinent economic literature The principle of co-operation would need to be worked to the uttermost It is quite conceivable, for instance, that a farming community might employ an expert accountant to handle its book-keeping

From the financial stringency of the present year, it should be realized that more than haphazard farming methods are needed to make agriculture yield an adequate reward Efficiency of co-operative organization based on the fullest knowledge of local needs will more than justify the energy required for its establishment

In connection with the whole problem of increasing the farm output, one might at least refer to the French system of domestic manufacturing during the winter months We might perhaps picture 1000 Victoria county farm homes co-operating in the winter output of small standardized wood by-products—boxes, buttons, toys, flutes, utensils, etc., utilizing training in woodworking received in manual training classes in consolidated schools, using small lathes in each

home, run by Hydro-electric power, drawing their wood supply from the county forest reserves, and selling their standard products co-operatively.

The Study Committee should also encourage school training in agriculture for boys, domestic science instruction for girls, and a study of all community problems by the whole community.

The Rural Health Committee should aim at a definite health policy for the community. At the community centre there should be a nurse, hospital service, a community clinic and perhaps community baths. The study of rural health should be promoted and a definite scheme of rural sanitation drawn up by a competent physician.

Rural communities have been without health programs in the past and it has come to be true that "preventable diseases are largely rural diseases." Federal authorities have found that 70% of all farm wells are contaminated and the water unfit for use. We find most wells on porous ground on a lower level than the barn, the pigsties, and the manure heap. Privies are without sanitary safeguards. Rural schools are notoriously unsanitary in their privies and water supply.

Sanitary equipment can be installed in any farmhouse with an ease that would astonish the owner. Such installation should be the aim of the Rural Health Committee.

It should also seek to give every individual, and especially the children, thorough medical inspections at regular intervals. Medical history sheets could be kept on file at the community clinic. Some such system is a right to be claimed for every member of modern civilized society.

The Community Improvement Committee could seek to reserve and beautify squares and parklets in the central village, to plant shade trees and fruit trees along all highways, to encourage beauty and variety of architecture in farmhouses, and to plan the laying out of village buildings whenever possible. Most villages are a spectacle of sprawling disorder, though some such as Kirkfield, are noteworthy exceptions.

The Recreation Committee might include the following in its program:—(1) community picnics and socials, (2) holidays and celebrations, (3) dramas and concerts, (4) supervised cinema programs, (5) entertainment courses, (6) sports contests, (7) inter-community contests, athletics and debates. Its work is vital for the organization of the community, for daily life on the farm is stark isolation, compared with town life, and frequent community gatherings would help to establish that neighborly cohesion which is so lacking in the country.

A question which lies rather outside the scope of each community committees is the consolidation of rural churches. It is questionable whether any centre in the county except Lindsay can really support more than one strong church. Fenelon Falls, with an adult church attending village population of not more than 150, is attempting to pay the expenses of six. Unification is needed for efficient survival, and experience elsewhere (especially in New Ontario) has shown

that best results are obtained from a federation scheme whereby the several congregations are enrolled according to their original denominations and on removal to other centres receive letters of transference according to this original alliance. This confederation of small churches helps to bind the community together in a way otherwise impossible.

Limitations to Development Planning.

Such, then, has been a tentative plan for the further development of the county towards higher civic life.

It is undeniable that we need far sighted and comprehensive plans based on accurate scientific knowledge. We are too familiar nowadays with a hectic religiosity that is so busy looking for signs of a supernatural millenium that it has no concern for the slaughter of little children by preventable diseases. Equally dangerous is the impulsive blunderer who tries to push through small superficial schemes based on imperfect knowledge. We must have broad, accurate knowledge of our problems, organization to plan reconstruction, and public education to make action feasible in a democracy.

Planning is, however, only a means to an end and not an end in itself. That end is economic security, health, social intercourse, and intellectual and spiritual growth for all. Unless the end is attained, the plan is worthless.

Planning is largely dependent, too, on individual enthusiasm and idealism. Unless action is directed and propelled by vigorous community patriots, the highest achievements are necessarily impossible.

Further, development cannot take place in advance of financial feasibility. Wherever municipal action is involved, the burden-bearing capacity of the tax-payer provides a danger-limit beyond which expenditure cannot go.

Finally, the most perfect development system would be sheer mockery if the population were to die out. Rural Victoria has dwindled from 25,133 to 18,810 in 34 years. That the decrease is in children and not in the older generation is shown by the fact that in West Victoria alone the children of school age have fallen off from 6,583 to 2,479, while the householders have actually increased by 432. The result is an average of half of a child of school age to each household, or one such child to every two homes.

Beyond certain limits the cry for "fewer and better babies" is based on a ghastly misconception. If a population is even to hold its own, an absolute minimum of four children must be born into every family. Statisticians have shown that of these four two either die in childhood or do not marry when grown up. Two only then of the second generation are left to represent their two parents. At one child per family, a population of 2,000,000 would die out in 200 years; at two per family, it would dwindle to 7,812; and at three per family, it would stand at a scant 125,035. Only at four per family would it

hold its own. All this is a case of natural laws and is no more debatable than the axioms of mathematics.

The family is the fundamental unit of the state. There can be no enduring civilization apart from the healthy life and affection of the family. A race that pursues after the froth of modern life and fails to maintain and hallow the great office of maternity will soon shrivel away. Is this to be the end of the virile stock that wrought out our country from the wilderness?

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MAP OF THE COUNT OF VICTORIA

Victoria County Centennial History

BY

WALTER TRACOMBELL, M.

WM. BRIGGS

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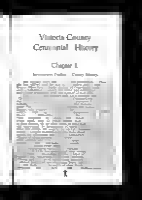
Victoria County Centennial History

Chapter I

Government, Politics, County Officials



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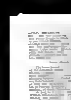

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Mount Pacific Mutual Life Insurance Company
Incorporated 1868
Home Office: Mount Pacific Building
Mount Pacific, California

Assets
Cash on Hand and in Banks
Bonds
Mortgages
Real Estate
Policy Loans
Premiums Due and Deferred
Interest Due and Accrued
Other Assets
Total Assets

Liabilities
Reserve for Policies
Claims Unpaid
Dividends Payable
Premiums Paid in Advance
Other Liabilities
Total Liabilities

Surplus
Capital Stock
Surplus Above Capital
Total Surplus

Total Liabilities and Surplus

Income
Premiums
Interest
Rents
Other Income
Total Income

Disbursements
Death Claims
Endowments
Annuities
Surrender Values
Dividends to Policyholders
Commissions
Salaries
Taxes
Other Expenses
Total Disbursements

Net Increase in Assets

Insurance in Force
Ordinary
Industrial
Group
Total Insurance in Force

Officers
President
Vice President
Secretary
Treasurer
Actuary
Medical Director
General Counsel

Directors

Name
Address
Phone
Email

Objective

Education

Experience

Skills

Projects

Certifications

Awards

Publications

Volunteer

References

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Journal Journal
Journal Journal
Journal Journal

Real Estate Purchase Contract

This Real Estate Purchase Contract ("Contract") is made between the undersigned Buyer and Seller.

Property Address: [illegible]

Purchase Price: $[illegible]

Earnest Money: $[illegible]

Closing Date: [illegible]

Buyer: [illegible]

Seller: [illegible]

Title: Seller shall convey marketable title by warranty deed, free of liens except those listed herein.

Inspection: Buyer has the right to inspect the property within [illegible] days of acceptance.

Financing: This contract is [illegible] contingent upon Buyer obtaining a loan at [illegible]% interest.

Default: If Buyer defaults, Seller may retain earnest money as liquidated damages.

Agreement to Purchase and Sell. Buyer agrees to buy and Seller agrees to sell the Property described above for the Purchase Price and on the terms and conditions set forth in this Contract.

Earnest Money. Buyer shall deposit the Earnest Money with [illegible] within [illegible] days after Seller accepts this Contract. The Earnest Money shall be applied to the Purchase Price at Closing.

Title and Survey. Seller shall furnish to Buyer a commitment for title insurance in the amount of the Purchase Price, issued by a title company licensed in the state where the Property is located. Buyer shall have [illegible] days after receipt of the commitment to object to any defects, liens, or encumbrances. Seller shall have a reasonable time to cure any objections.

Closing. The closing shall occur on the Closing Date or at such other time as Buyer and Seller may agree. At Closing, Seller shall deliver the deed and Buyer shall pay the Purchase Price in cash or by wire transfer.

Prorations. Taxes, insurance, rents, and utilities shall be prorated as of the Closing Date.

Possession. Seller shall deliver possession of the Property to Buyer at Closing, unless otherwise agreed in writing.

Condition of Property. Buyer accepts the Property in its present condition, subject to reasonable wear and tear, and Seller makes no warranties except as set forth in this Contract.

Default. If Buyer fails to perform any obligation under this Contract, Seller may terminate this Contract and retain the Earnest Money as liquidated damages. If Seller fails to perform, Buyer may terminate this Contract and recover the Earnest Money, or may seek specific performance.

Attorney's Fees. In any action arising out of this Contract, the prevailing party shall be entitled to reasonable attorney's fees and costs.

Notices. All notices under this Contract shall be in writing and delivered to the addresses set forth above.

Entire Agreement. This Contract constitutes the entire agreement between Buyer and Seller and supersedes all prior negotiations, representations, and agreements.

Governing Law. This Contract shall be governed by the laws of the state where the Property is located.

Binding Effect. This Contract shall bind and benefit the heirs, successors, and assigns of Buyer and Seller.

Time is of the Essence. Time is of the essence in this Contract.

Counterparts. This Contract may be executed in counterparts, each of which shall be deemed an original.

Buyer's Signature: _____ Date: _____

Seller's Signature: _____ Date: _____

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DEF FN
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Name

Address

Phone

Email

Date

Subject

Dear

Sincerely,

Your Name

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[illegible]

[illegible]

[illegible]

[illegible]

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Parts

Spare and Consumables

Engine spares [illegible] Service Schedule Items Not Yet Received [illegible]
Spares for [illegible] Engine [illegible] Spares for [illegible] Engine

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Chapter IV

The Electric Locomotive

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Lease Agreement

This Lease Agreement (the "Agreement") is made and entered into on [illegible] (the "Effective Date") by and between [illegible] ("Landlord") and [illegible] ("Tenant").

1. Premises. Landlord hereby leases to Tenant, and Tenant hereby leases from Landlord, the premises located at [illegible] (the "Premises").

2. Term. The term of this Agreement shall commence on the Effective Date and shall continue for a period of [illegible] months, unless earlier terminated in accordance with the terms hereof.

3. Rent. Tenant shall pay to Landlord monthly rent in the amount of $[illegible], due on the first day of each month. Rent shall be paid to Landlord at [illegible] or such other place as Landlord may designate in writing.

4. Security Deposit. Upon execution of this Agreement, Tenant shall deposit with Landlord the sum of $[illegible] as a security deposit. Landlord may apply the security deposit to any unpaid rent or damages to the Premises beyond ordinary wear and tear.

5. Use of Premises. Tenant shall use the Premises for [illegible] and for no other purpose without the prior written consent of Landlord. Tenant shall not use the Premises in any manner that violates any law, ordinance, or regulation.

6. Maintenance and Repairs. Tenant shall keep the Premises in good condition and repair, reasonable wear and tear excepted. Tenant shall promptly notify Landlord of any damage or defect in the Premises. Landlord shall make all repairs to the Premises that are not the responsibility of Tenant.

7. Alterations. Tenant shall not make any alterations, additions, or improvements to the Premises without the prior written consent of Landlord. Any alterations, additions, or improvements made by Tenant shall become the property of Landlord upon termination of this Agreement.

8. Insurance. Tenant shall maintain insurance on its personal property and shall provide Landlord with proof of such insurance upon request. Landlord shall maintain insurance on the Premises.

9. Assignment and Subletting. Tenant shall not assign this Agreement or sublet the Premises without the prior written consent of Landlord.

10. Default. If Tenant fails to pay rent when due or fails to perform any other obligation under this Agreement, Landlord may terminate this Agreement and pursue any remedies available at law or in equity.

11. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of [illegible].

12. Entire Agreement. This Agreement constitutes the entire agreement between the parties and supersedes all prior agreements and understandings, whether written or oral.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

[illegible]

Of the Authority Thereof

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Letter VI.

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Dear Sir,

I am writing to you regarding the matter we discussed last week concerning the proposed changes to the agreement between our two companies. As you know, we have been in negotiations for several months and I believe we are now close to reaching a mutually beneficial arrangement.

The main points of contention remain the pricing structure and the delivery schedule. Our board has authorized me to offer a reduction of 5% on the original quoted prices, provided that the minimum order quantity is increased to 10,000 units per month. We also propose that the delivery schedule be extended by two weeks to allow for the additional production capacity required.

I would appreciate your response to these proposals at your earliest convenience. If you have any questions or require further clarification, please do not hesitate to contact me.

Yours sincerely,

[illegible]

Dear Sir,

I am writing to you regarding the matter we discussed last week concerning the proposed changes to the agreement between our two companies. As you know, we have been in negotiations for several months and I believe we are now close to reaching a mutually beneficial arrangement.

The main points of contention remain the pricing structure and the delivery schedule. Our board has authorized me to offer a reduction of 5% on the original quoted prices, provided that the minimum order quantity is increased to 10,000 units per month. We also propose that the delivery schedule be extended by two weeks to allow for the additional production capacity required.

I would appreciate your response to these proposals at your earliest convenience. If you have any questions or require further clarification, please do not hesitate to contact me.

Yours sincerely,

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[illegible]

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[illegible]

Dr. [illegible]
[illegible] Hospital [illegible]
[illegible] Medical Center
[illegible]

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Chapter 2

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Dear Mr. Hoover,

I am writing to you because I am a student at Stanford University and I am interested in the field of computer science. I have been studying computer science for two years and I have learned a lot about the subject. I am now looking for a summer job in the field of computer science and I would like to work for your company.

I have attached my resume to this letter. It lists my education, my work experience, and my skills. I hope that you will consider me for a position in your company.

Thank you for your time and consideration.

Sincerely,

John Smith

Chapter VIII

Results — and Their Uses

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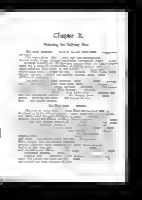

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Properties
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Market for Registrant's Common Equity, Related Stockholder Matters and Issuer Purchases of Equity Securities
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Security Ownership of Certain Beneficial Owners and Management and Related Stockholder Matters
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Exhibits, Financial Statement Schedules
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Chapter XI.

Cookery of Vegetables.

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Related Terms

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Chapter XII

Miscellaneous Specifications.

Materials. All materials used in the construction of the [illegible] shall be of the best quality of their respective kinds, and shall be subject to the approval of the Engineer before being used in the work. Samples of all materials shall be submitted to the Engineer for his approval before the work is commenced, and all materials shall be kept up to the standard of the approved samples. Materials not specified shall be of the best quality for the purpose intended, and shall be subject to the approval of the Engineer.

Workmanship. All workmanship shall be of the best quality of its respective kind, and shall be subject to the approval of the Engineer. All work shall be executed in a workmanlike manner, and shall be finished in a neat and substantial manner. All work shall be executed in accordance with the plans and specifications, and shall be subject to the approval of the Engineer.

Protection of Work. The Contractor shall protect the work from injury by the weather, by fire, by water, by frost, by vandalism, and by all other causes, and shall repair any injury to the work caused by any of these causes, at his own expense. The Contractor shall also protect the work from injury by the public, and shall repair any injury to the work caused by the public, at his own expense.

Cleaning Up. The Contractor shall keep the premises clean and free from rubbish during the progress of the work, and shall remove all rubbish from the premises at the completion of the work. The Contractor shall also remove all surplus materials from the premises at the completion of the work.

Inspection. The Engineer shall have the right to inspect the work at any time during the progress of the work, and the Contractor shall afford the Engineer every facility for such inspection. The Engineer shall have the right to reject any work that is not in accordance with the plans and specifications, and the Contractor shall remove and replace such work at his own expense.

Measurements. [illegible] measurements of the work shall be made by the Engineer, and the Contractor shall be paid for the work according to the measurements so made. The Contractor shall not be paid for any work that is not measured by the Engineer.

Payments. Payments shall be made to the Contractor on the certificate of the Engineer, and shall be made in the manner and at the times specified in the contract. The Engineer shall have the right to withhold payments for any work that is not in accordance with the plans and specifications, and the Contractor shall not be entitled to any payment for such work.

Extra Work. Any work that is not specified in the plans and specifications, but which is necessary for the completion of the work, shall be done by the Contractor at the direction of the Engineer, and the Contractor shall be paid for such work at the rates specified in the contract. The Contractor shall not be paid for any extra work that is not ordered by the Engineer.

Time. The work shall be commenced within [illegible] days after the date of the contract, and shall be completed within [illegible] days after the date of the contract. The Contractor shall be liable for liquidated damages for each day that the work is not completed after the time specified in the contract.

Liquidated Damages. The Contractor shall be liable for liquidated damages for each day that the work is not completed after the time specified in the contract. The amount of the liquidated damages shall be [illegible] dollars per day. The Engineer shall have the right to deduct the amount of the liquidated damages from any payment due to the Contractor.

Bonds. The Contractor shall furnish a bond for the faithful performance of the contract, and a bond for the payment of all labor and materials used in the work. The bonds shall be in the amount of [illegible] dollars each, and shall be executed by a surety company approved by the Engineer.

Insurance. The Contractor shall carry insurance on the work during the progress of the work, and shall furnish the Engineer with a certificate of insurance before the work is commenced. The insurance shall be in the amount of [illegible] dollars, and shall cover all risks of loss or damage to the work.

Assignment. The Contractor shall not assign the contract or any part of it without the written consent of the Engineer. The Engineer shall have the right to withhold his consent to any assignment, and the Contractor shall not be entitled to any payment for work assigned without the consent of the Engineer.

Subletting. The Contractor shall not sublet any part of the work without the written consent of the Engineer. The Engineer shall have the right to withhold his consent to any subletting, and the Contractor shall not be entitled to any payment for work sublet without the consent of the Engineer.

Disputes. Any dispute between the Contractor and the Engineer shall be referred to arbitration, and the decision of the arbitrators shall be final and binding on both parties. The arbitrators shall be appointed in the manner specified in the contract.

Termination. The Engineer shall have the right to terminate the contract at any time, and the Contractor shall be paid for the work done up to the time of termination. The Contractor shall not be entitled to any payment for work not done at the time of termination.

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Introduction

Welcome to The Family Medicine Clinic. We are pleased that you have chosen our practice for your healthcare needs. This booklet describes the medical services we provide, our policies, and what you can expect when you visit us. Please read it carefully and keep it for your reference.

Mission Statement

Our mission is to provide compassionate, high-quality primary care to individuals and families in our community. We are committed to treating each patient with respect and dignity, and to working in partnership with you to maintain and improve your health.

Die Gemeinde Wiesenbach hat mit Schreiben vom 15.12.2000 die Einleitung eines Verfahrens zur Änderung des Flächennutzungsplanes beantragt. Die Änderung betrifft den Bereich [illegible] und soll die Ausweisung eines Sondergebietes für [illegible] ermöglichen.

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Name	Age	Occupation	Address
Abbott, Mary	34	Teacher	12 Elm St
Adams, John	45	Farmer	Rural Rt 3
Baker, Susan	29	Nurse	88 Hospital Dr
Barnes, Thomas	52	Mechanic	7 Oak Ave
Bell, Helen	41	Librarian	3 Main St
Brown, Robert	38	Engineer	21 Pine Rd
Carter, Ann	27	Clerk	5 Maple Ct
Clark, David	60	Retired	14 Lake Dr
Cole, Sarah	33	Teacher	9 Elm St
Davis, James	47	Carpenter	16 Mill Rd
Dean, Frank	55	Mechanic	2 Oak Ave
Edwards, Mary	36	Nurse	88 Hospital Dr
Evans, Paul	44	Engineer	30 Pine Rd
Fisher, Anne	31	Clerk	5 Maple Ct
Foster, Henry	63	Retired	14 Lake Dr
Gray, Susan	26	Teacher	9 Elm St
Green, Peter	49	Carpenter	16 Mill Rd
Hall, Frank	58	Mechanic	2 Oak Ave
Harris, Mary	35	Nurse	88 Hospital Dr
Hill, Paul	42	Engineer	30 Pine Rd
Howard, Ann	30	Clerk	5 Maple Ct
Jackson, Henry	64	Retired	14 Lake Dr
Johnson, Sarah	32	Teacher	9 Elm St
Jones, James	48	Carpenter	16 Mill Rd
King, Frank	57	Mechanic	2 Oak Ave
Lee, Mary	37	Nurse	88 Hospital Dr
Lewis, Paul	43	Engineer	30 Pine Rd
Long, Ann	29	Clerk	5 Maple Ct
Martin, Henry	65	Retired	14 Lake Dr
Miller, Sarah	34	Teacher	9 Elm St
Moore, James	50	Carpenter	16 Mill Rd
Nelson, Frank	59	Mechanic	2 Oak Ave
Owen, Mary	38	Nurse	88 Hospital Dr
Parker, Paul	45	Engineer	30 Pine Rd
Quinn, Ann	28	Clerk	5 Maple Ct
Reed, Henry	66	Retired	14 Lake Dr
Roberts, Sarah	35	Teacher	9 Elm St
Scott, James	51	Carpenter	16 Mill Rd
Smith, Frank	60	Mechanic	2 Oak Ave
Taylor, Mary	39	Nurse	88 Hospital Dr
Thomas, Paul	46	Engineer	30 Pine Rd
Turner, Ann	27	Clerk	5 Maple Ct
Upton, Henry	67	Retired	14 Lake Dr
Vance, Sarah	36	Teacher	9 Elm St
Walker, James	52	Carpenter	16 Mill Rd
White, Frank	61	Mechanic	2 Oak Ave
Wilson, Mary	40	Nurse	88 Hospital Dr
Young, Paul	47	Engineer	30 Pine Rd
Zimmer, Ann	26	Clerk	5 Maple Ct

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The Last Will
of
Thomas Jefferson

In the name of God, Amen. I, Thomas Jefferson, of the County of Albemarle, in the State of Virginia, do make this my last Will and Testament, hereby revoking all others by me heretofore made.

I give to the University of Virginia my library, consisting of about seven hundred volumes, or whatever may be found in my possession at my decease, and which may be valued at from two to three thousand dollars.

I give to my grandson, Francis Eppes, my gold watch.

I give to my grandson, Thomas Jefferson Randolph, my silver watch

Abbe, Cleve 1
Abbott, Lyman 1
Abbott, Robert S. 1
Abdy, Maria 1
Abel, Clarke 1
Abel, Frederick 1
Abel, Lady 1
Abel, Sir Frederick 1
Abercrombie, John 1
Abercrombie, Lascelles 1
Aberdeen, Countess of 1
Aberdeen, Earl of 1
Abernethy, John 1
Abington, Frances 1
Abington, Mrs. 1
Abolitionists 1
Abraham 1
Abrahams, Israel 1
Abrahams, Mrs. Israel 1
Abrahams, Peter 1
Abrahamson, Una 1
Abrams, Harry N. 1
Abrams, Mrs. Harry N. 1
Abruzzi, Duke of the 1
Absalom 1
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Academy of Arts and Sciences 1
Academy of Fine Arts 1
Academy of Music 1
Academy of Political Science 1
Academy of Sciences 1
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Acadians 1
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Accademia Reale 1
Accademia Reale delle Scienze 1
Accademia Reale di Belle Arti 1
Accademia Reale di Scienze 1
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Date _____

Period _____

Title _____

Author _____

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Supporting Details _____

Vocabulary _____

Setting _____

Characters _____

Plot _____

Problem _____

Solution _____

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Wednesday, 1 October, 1930.

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Friday, 3 October, 1930.

Saturday, 4 October, 1930.

Sunday, 5 October, 1930.

Monday, 6 October, 1930.

Tuesday, 7 October, 1930.

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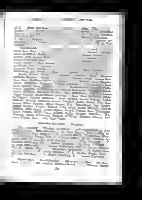
Fig. 2. Facsimile of the beginning of the Gettysburg Address, the first draft of the Gettysburg Address, and the last page of the Gettysburg Address. Courtesy of the Library of Congress.



Price, Five Cents.
Per Year, Fifty Cents.
Postage Free.
Published Monthly by
Frank Tousey,
24 Union Square,
New York.
Entered at the Post Office, New York, as Second Class Matter.

Boys' Monthly Paper Dolls

Introductory.

Boys' Monthly Paper Dolls will be issued on the first day of each month, and will contain a variety of Paper Dolls, Furniture, Clothing, Etc., Etc., for the amusement of the boys. Each number will contain a different assortment, and will be complete in itself. Back numbers can be obtained from any newsdealer, or from the publisher, at the price of five cents per copy.

Directions.

Boys' Monthly Paper Dolls are made to be cut out. Before cutting out the dolls, you should first color them with water colors, or paint them. Then cut out the dolls, and the clothing, furniture, etc., and fold the clothing over the dolls, and the dolls will stand up. Then you can dress them in the clothing, and arrange the furniture in the rooms, and have a lot of fun. Boys' Monthly Paper Dolls are the best paper dolls published, and are the cheapest, as they contain more than any other paper dolls published. Be sure and get the first number, and you will get the rest.

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